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63d Congress }
2d Session }

SENATE

{ Document
{ No. 466

FIVE PER CENT CASE

LETTERS FROM THE CHAIRMAN OF THE INTERSTATE COMMERCE COMMISSION

TRANSMITTING

IN RESPONSE TO A SENATE RESOLUTION OF MARCH 23, 1914, A COPY OF ALL EVIDENCE INTRODUCED AND ALL EXHIBITS RECEIVED AT HEARINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN DOCKET NUMBER 5860, "REVENUES OF RAIL CARRIERS IN OFFICIAL CLASSIFICATION TERRITORY" AND INVESTIGATION AND SUSPENSION DOCKET NUMBER 333 ENTITLED "RATE INCREASES IN OFFICIAL CLASSIFICATION TERRITORY."

IN 8 VOLUMES

Vol. 1

Index in Volume 8

April 11, 1914.—Referred to the Committee on Interstate Commerce

WASHINGTON
GOVERNMENT PRINTING OFFICE
1915

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63D CONGRESS } SENATE { DOCUMENT
2d Session } { No. 466

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WASHINGTON
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SUBMITTED BY MR. LA FOLLETTE.

In the Senate of the United States,
April 14, 1914.

Ordered, That the testimony and exhibits received from the Interstate Commerce Commission in the cases, Docket No. 5860, entitled "Revenues of Rail Carriers in Official Classification Territory" and Investigation and Suspension Docket No. 333, entitled "Rate Increases in Official Classification Territory," pursuant to Senate Resolution 310, adopted on the 23d day of March, 1914, together with the additional testimony and exhibits hereafter received in said cases from the Interstate Commerce Commission pursuant to said Senate resolution, be printed as a Senate document; and that the volumes be numbered consecutively, and that all volumes bear the same document number.

Attest:

James M. Baker,
Secretary.

SUBMITTED BY MR. FLETCHER.

In the Senate of the United States,
February 19 (calendar day, March 2), 1915.

Ordered, That the Public Printer be authorized and directed to print as a part of Senate Document No. 466, Sixty-third Congress, the illustrations accompanying the testimony and exhibits relating to the Five Per Cent Case as submitted to the Senate by the Interstate Commerce Commission in response to Senate Resolution No. 310, Sixty-third Congress, and the order of April 14, 1914.

Attest:

James M. Baker,
Secretary.

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LETTER OF TRANSMITTAL.

Interstate Commerce Commission,
Washington, April 11, 1914.

The President, the Senate of the United States.

Sir: In response to resolution of the Senate of the United States of March 23, 1914, as follows:

> *Resolved*, That the Interstate Commerce Commission be, and it hereby is, directed to transmit to the Senate, from time to time as taken and transcribed, a copy of all evidence introduced and all exhibits received in evidence by said commission at hearings in the cases, Docket No. 5860, entitled "Revenues of Rail Carriers in Official Classification Territory," and Investigation and Suspension Docket No. 333, entitled, "Rate Increases in Official Classification Territory."

the Interstate Commerce Commission has the honor to transmit herewith volumes 1 to 12 inclusive, 12½, 13 to 19 inclusive, 19½, 20 to 37 inclusive, embracing a copy of all evidence introduced and all exhibits received in evidence at the hearings before the commission in the cases covered by your resolution, in full compliance with the resolution as of this date. Each volume is labeled and contains an index of the contents of the volume. Also inclosed is a separate index covering the entire 39 volumes. Copies of additional evidence will be submitted from time to time as filed.

Respectfully,

Jas. S. Harlan,
Chairman.

FIVE PER CENT CASE.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

REVENUES OF RAIL CARRIERS IN OFFICIAL CLASSIFICATION TERRITORY, DOCKET No. 5860. RATE INCREASES IN OFFICIAL CLASSIFICATION TERRITORY, I. & S. DOCKET No. 333.

WASHINGTON, D. C., NOVEMBER 24, 1913.

The commission met at 10 o'clock a. m.

Present: Commissioners Clark (chairman), Clements, Prouty, Harlan, McChord, and Meyer.

APPEARANCES.

Louis D. Brandeis, Charles W. Needham, James W. Carmalt, representing the Interstate Commerce Commission.

Austin, Chas. J., traffic manager, New York City, appearing for the New York Produce Exchange.

Barlow, H. C., 10 South La Salle Street, Chicago, Ill., appearing for the Chicago Association of Commerce.

Beattie, John J., general counsel, Warwick, N. Y., appearing for the Lehigh & Hudson River Railway Co.

Boltz, F. W., 1019–1023 Rose Building, Cleveland, Ohio, appearing for the National Petroleum Association and the Independent Petroleum Marketers' Association of the United States.

Bond, Hugh L., Baltimore, Md., appearing for the Baltimore & Ohio Railroad Co.

Brownell, George F., New York, N. Y., appearing for the Erie Railroad Co.

Butterfield, O. E., Chicago, Ill., appearing for the New York Central lines.

Cassoday, Butler, Lamb & Foster, by Rush C. Butler, William E. Lamb, and C. R. Hillyer, appearing for freight traffic committee of the Chicago Association of Commerce.

Chamberlin, C. D., 1019–1023 Rose Building, Cleveland, Ohio, appearing for the National Petroleum Association and the Independent Petroleum Marketers' Association of the United States.

Cowles, James K., 125 East Twenty-third Street, New York City, appearing for the general public.

Coyle, P. W., 510 Locust Street, St. Louis, Mo., appearing for Business Men's League of St. Louis, Mo.

Dalrymple, J. L., Montreal, Quebec, appearing for the Grand Trunk Railway Co.

Dixon, George D., freight traffic manager, Philadelphia, Pa., appearing for the Pennsylvania Railroad Co.

Delano, Frederic A. (president), Chicago, Ill., appearing for the Wabash Railroad Co.

Earl, A. J., Cleveland, Ohio, appearing for Kelly Island Lime & Transport Co.

Freer, G. M., Cincinnati, Ohio, appearing for Cincinnati Chamber of Commerce.

Hall, G. Roy, Duluth, Minn., appearing for Duluth Commercial Club.

Henderson, J. H., commerce counsel of Iowa statehouse, Des Moines, Iowa, appearing for the State of Iowa.

Hopkins, W. M., Board of Trade, Chicago, Ill., appearing for Chicago Board of Trade.

Hurd, D. F., traffic commissioner, Cleveland, Ohio, appearing for Cleveland Chamber of Commerce.

James, Francis B., Westory Building, Washington, D. C., appearing for Minneapolis Civic & Commerce Association.

Johnston, Charles M., Pittsburgh, Pa., appearing for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

Keavys, J., commissioner, Indianapolis, Ind., appearing for the Indianapolis Chamber of Commerce.

Kelly, N. B., 211 Bourse Building, Philadelphia, Pa., appearing for the Philadelphia Chamber of Commerce.

Lincoln, J. C., manager traffic bureau, 233 Broadway, New York, N. Y., appearing for the Merchants' Association of New York.

Lyon, Frank, 808 Colorado Building, Washington, D. C., appearing for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

McCain, C. C., 143 Liberty Street, New York City, appearing for the Trunk Line Association.

Martin, Henderson I., Topeka, Kans., appearing for the Mississippi Valley State Commission.

Herriam, Seward L., Detroit, Mich., appearing for the Pere Marquette Railroad Co.

Minnis, James L., St. Louis, Mo., appearing for the following companies, with the mileage of each given: Chesapeake & Ohio Railway of Indiana, 285; Chicago & Alton, 1,026; Chicago & Eastern Illinois, 1,275; Chicago, Indianapolis & Louisville, 617; Chicago, Peoria & St. Louis, 255; Chicago, Terre Haute & Southeastern, 351; Detroit & Toledo Shore Line, 79; Detroit, Toledo & Ironton, 441; Illinois Central, 4,765; Toledo, Peoria & Western, 248; Toledo, St. Louis & Western, 451; Wabash, 2,515; Wabash Pittsburg Terminal, 67; Akron, Canton & Youngstown, 10; Central Indiana, 127; Chicago & Illinois Midland, 25; Chicago & Wabash Valley, 37; Chicago, Milwaukee & Gary, 127; Cincinnati, Bluffton & Chicago, 52; Columbus & Southern, 23; Illinois Southern, 138; Illinois Terminal, 26; Jamestown, Chautauqua & Lake Erie, 39; Lorain & West Virginia, 35; Lorain, Ashland & Southern, 25; Montour, 18; New Jersey, Indiana & Illinois, 12; Ohio Electric (steam), 42; Ohio River & Western, 112; Ohio Southeastern, 104; Oil Belt, 25; Pittsburg, Lisbon & Western, 25; Wabash, Chester & Western, 65; West Side Belt, 22; Youngstown & Ohio River, 37.

Moore, R. Walton, Colorado Building, Washington, D. C., appearing for the Old Dominion Steamship Co. and Merchants & Miners Transportation Co.

Morris, Eugene, chairman Central Freight Association, Chicago, Ill., appearing for the Central Freight Association carriers.

Morton, E. C., Columbus, Ohio, appearing for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

Muller, Jean Paul, 423 Woodward Building, Washington, D. C., appearing for Toledo Produce Exchange, Toledo, Ohio.

Patterson, George Stuart, Philadelphia, Pa., appearing for the Pennsylvania Railroad Co.

Perry, S. S., Union Trust Building, Washington, D. C., appearing for the New York, New Haven & Hartford Railroad Co., the Boston & Maine Railroad Co., and the Maine Central Railroad Co.

Porter, Louis H., 140 Nassau street, New York City, appearing for Alpha Portland Cement Co.

Reath, Theodore W., 1201 Commercial Trust Co., Philadelphia, Pa., appearing for the Norfolk & Western Railway Co.

Ruffin, J. R., Roanoke, Va., appearing for the Norfolk & Western Railway Co.

Stevens, G. W., president, Richmond, Va., appearing for the Chesapeake & Ohio Railway Co.

Thom, Alfred P., Washington, D. C., appearing for the Southern Railway Co.

Trickett, W. P., Minneapolis, Minn., appearing for the Minneapolis Civic and Commerce Association.

Watson, Page A., Morris Building, Philadelphia, Pa., appearing for the Sun Co., Philadelphia, Pa.

Willard, Daniel E., president, Baltimore, Md., appearing for the Baltimore & Ohio Railroad Co.

Williamson, E. E., Westory Building, Washington, D. C., appearing for the Minneapolis Civic and Commerce Association.

Williamson, Frank E., Chamber of Commerce Building, Buffalo, N. Y., appearing for the Buffalo Chamber of Commerce.

PROCEEDINGS.

The CHAIRMAN. Gentlemen, the commission assembles this morning under extremely sad and very trying circumstances. Yesterday we laid to his last rest a colleague who by his genial, helpful, and splendid personality, indefatigable industry, sterling integrity, unswerving loyalty, and broad fair-mindedness won our affections, regard, and esteem to a superlative degree. Were we to follow our personal wishes and inclinations we should suspend business affairs for a time, but the demands of the public service are such as to lead us to forego those inclinations and to proceed with the work, knowing that no formal action which we could take would add to the honor and esteem which he so fully and ably earned, and realizing that neither formal action nor words could adequately express the profound sorrow that has entered deeply into each of our hearts and that can never be overcome.

The messengers of the commission will pass among those present the blanks upon which to enter the appearances, and each one who desires to enter an appearance in this proceeding, involving the proposed general increase in freight rates in official classification territory, will fill out such blanks and hand them to the messenger and they will be entered in the record.

The proceeding this morning will be largely taken up by opening statements on the parts of the respondents in the investigation and suspension docket and the petitioners for the proposed increases in rates.

You may proceed, Mr. Patterson.

Statement of GEORGE STUART PATTERSON, Esq., representing all carriers in official classification territory.

Mr. PATTERSON. Mr. Chairman and gentlemen of the commission, the carriers are about to present to you the evidence which they have prepared in support of the tariffs now under suspension and which are involved in the pending investigation instituted by the commission.

The importance of the question involved and the wide scope which the evidence will take justifies a preliminary outline of the same for the information of the commission, for the information of the shippers, and for the information of all who are interested in the subject. If this were simply a lawsuit between private persons, the determination of which would affect only the litigants parties thereto, it would be sufficient for counsel to make this preliminary outline. But this case is something more. It presents a great economic question, and it is therefore fitting that this preliminary statement should be made by representatives of the executives of the great railway systems of this country.

I will therefore ask that you permit Mr. Willard and Mr. Delano, the executives of the Baltimore & Ohio and Wabash systems, to make this preliminary outline to you of what we propose to prove. Both of these gentlemen will appear subsequently as witnesses, will testify, and will be prepared to be cross-examined.

At the conclusion of the preliminary statements, if you shall decide to grant this request, I will ask that such further statements may be made on behalf of counsel for the carriers as may seem necessary or proper in the matter.

Statement of DANIEL WILLARD, Esq., on behalf of the railroads.

Mr. WILLARD. Mr. Chairman and gentlemen of the commission, before we proceed with the immediate business that it before us, I would like, on behalf of myself and my associates, to extend to you the sympathy which we feel because of the great loss which you have recently sustained in the death of one of your members, Mr. Marble.

While Mr. Marble has been a member of the commission comparatively but a short time, his connection with it in various capacities has been of sufficient duration to enable many, if not most of us, to know him more or less intimately. And no one who knew him at all could fail to appreciate his keen and conscientious sense of duty.

Personally, I have no doubt that his sudden and unexpected death was due very largely, if not entirely, to overwork caused by his high sense of the responsibilities which rested upon him. In such cases, of course, all sympathize deeply with those whose grief, because of relationship, is more personal and intimate. We feel, however, that in a large sense we also share with you in this case the burden occasioned by his loss.

We appreciate the action of the commission in deciding to proceed at once with this matter which brings us all here, when, under all the circumstances, a postponement might well have been expected.

Mr. Patterson has said that I have been requested by my associates to outline in a general way the case of the carriers parties to this proceeding, and explain briefly the reasons which prompt us in appearing. What I shall say in that connection has general reference to the whole situation.

Mr. Delano, who will follow me, will supplement what I may say, but with particular reference to the conditions as they exist in so-called Central Freight Association territory.

The railroads parties to this proceeding include practically all the lines operating in so-called official classification territory, which is substantially all that part of the United States east of the Mississippi and north of the Ohio and Potomac Rivers. The same companies were also parties in a similar proceeding before this commission in 1910.

In its report of that investigation, known as I. C. C. 3400, the commission made a comprehensive review of the whole subject and found that the carriers had failed to establish the need of additional revenue from increased rates at that time. It recognized, however, that it might come about in the future, as the carriers feared, that the net earnings from the then existing basis of rates would be inadequate, but held that this could only be determined by an actual test. It said "If actual results should demonstrate that our forecast of the future is wrong, there might be ground for asking a further consideration of the subject."

Since 1910 sufficient time has elapsed to afford the actual test, and, with the records of operation for the three intervening years available, the same carriers appear again, believing that the results of the actual test will now demonstrate the necessity for additional revenues or net earnings.

In I. C. C. 3400, page 19, the following language is used:

> Our railroads must be maintained in a high state of efficiency. This the public interest demands. Commerce and industry can not afford to wait on transportation facilities. Our rates should be such as to render possible a high-class, not an extravagant, service.
>
> It is generally conceded that within the next few years, if our means for transportation by rail are to keep pace with the calls upon them, very large sums must be expended in the way of new construction and new equipment. While some small portion of this may come from current earnings, the great bulk must be new capital. This capital must be obtained from the investing public.
>
> If, therefore, we are to rely in the future, as we have in the past, upon private enterprise and private capital for our railway transportation, the return must be such as will induce the investment. It is therefore not only a matter of justice, but in the truest public interest, that an adequate return should be allowed upon railway capital

While the carriers fully recognize and acknowledge their obligations to the public, and are alive to the responsibilities so imposed, they are helpless to fulfill these obligations, unless the financial result of their operation is such as to inspire the confidence of private capital and encourage the support of private enterprise, and the result of operation during the last three years is not such as to inspire the one or encourage the other.

This as we view it is the situation to-day, and if we are right, it is respectfully submitted that there is at this time no more important question before the people, nor one the correct solution of which will do more to stimulate healthy commercial activity and promote industrial growth. It is a mistake to think that the problem is merely a question of dividends to railroad stockholders, although that feature is, of course, involved. The problem in a broad and true sense affects all interests, and the outcome of this particular case—whichever way it is decided—will mark an epoch, because it will, in effect, very largely determine whether we shall, as in the past, continue to look to private capital and private enterprise for our transportation requirements or be compelled finally to accept the only alternative possible. It is recognized, of course, that railroad expansion and improvements must go on, and any tendency or condition that threatens to seriously check, if not completely stop such expansion in a large and important part of the United States becomes, because of that fact, a matter of vital importance.

This commission in its report, I. C. C. 3400, said that the railroads had failed to establish a necessity for higher rates at that time. It also said, in effect, that it believed that from the increase in gross earnings which would undoubtedly come to the railroads, together with such economies as the companies might effect, the net earnings of the future would be adequate; but it also said that should it come about that its views were not sustained by future developments, and should it appear at any time that there was a real necessity on the part of the carriers for increased revenue, in order that they might be in position to provide such facilities as the public required, that it would, upon request, give the matter further consideration.

During the first two years immediately following the decision, the commerce of the country showed little, if any, change in volume, but during the last fiscal year there was a marked activity in business of all kinds, and the gross earnings of the railroads generally for the year ended June 30, 1913, were the largest in their history. Notwithstanding the increased gross, however, the railroads in official classification territory continue to show decreases in net earnings, and as the commission well said in the opinion above referred to, "It is the net, not the gross, we must consider." This decrease in net earnings has been due largely to greatly increased expenses, as pointed out in the petition which the carriers filed for rehearing on May 14, 1913, from which I will quote:

> The cost of conducting the business of the carriers has been and is being steadily increased by increases in capital charges; increases in wages, in taxes; by burdens imposed by legislative enactments, such as extra-crew laws, employers' liability and compensation acts; by the elimination of grade crossings, either in part or in whole at the expense of the carriers; and in various other respects, and it is felt that existing rates are insufficient to afford just and reasonable compensation and return to the carriers and are unreasonably low in view of the value of the service afforded thereunder.

In the application for rehearing just referred to, the carriers asked permission to advance freight rates in official classification territory on the basis of 5 per cent, with reasonable minima and with the modifications necessary to preserve differential relations. The commission thereupon ordered that this proceeding of inquiry be instituted into the following matters:

> First. Do the present rates of transportation yield adequate revenues to common carriers by railroads operating in official classification territory?
>
> Second. If not, what general course may carriers pursue to meet the situation?

The railroads, parties to this proceeding, have prepared new tariffs advancing freight rates as suggested in their petition, and have placed the tariffs on file with this commission and at stations so that all concerned might be fully advised regarding the effect of the proposed increase.

In order to develop the whole situation and to show the actual operating results obtained during the last three years, tables have been prepared containing such information as is necessary to show the changes that have gradually come about in property investment, earnings, cost of operation, income, etc., not only during the three-year period but also for the last 10 years. This has been done because the influences which have brought about the existing conditions have been operating over a considerable period of time. The present situation and the gradual but consistent tendency in that direction are both clearly indicated in these tables. Separate tables have been prepared for each of the several companies for the periods above mentioned, and a combined statement giving the consolidated figures for all of the companies has also been prepared, and all of the tables have been or will be filed with the commission.

A brief reference to some of the more striking features in the statements may be pertinent at this time. The consolidated statement shows, for instance, that during the fiscal years ended June 30, 1911, 1912, and 1913, the railroads interested in this movement increased their property investment $659,862,000. The gross earnings of these roads during the last fiscal year were $1,424,119,000, or $186,775,000 greater than they were in the fiscal year ended June 30, 1910.

The operating expenses and taxes during the last fiscal year for the same roads at $1,087,365,000 were $203,087,000 greater than they were in 1910; so that even though these railroads earned in gross during the last fiscal year $186,775,000 more than was earned three years previous, the net result after paying operating and taxes was actually $16,311,000 less than it was in 1910, notwithstanding the fact that over $659,000,000 of additional money had been spent in the meantime for additions, betterments, and equipment. These companies apparently not only failed to earn any return whatever upon the new capital invested, but saved even less from gross earnings as return upon the original property investment than they were able to show before this large additional expenditure was made.

Another table has been prepared showing the combined results for the same period of the Pennsylvania, New York Central, and Baltimore & Ohio systems, these particular companies having been referred to by the commission in report I. C. C. 3400 as typical systems. This table shows that on these three systems during the three-year period mentioned, the property investment was increased $423,431,000. The combined gross earnings during the same period increased $109,380,000, while net operating income of all three systems, after paying operating expenses and taxes, was $8,380,000 less in 1913 than in 1910, notwithstanding the fact that over $423,000,000 had been spent in the meantime for betterments, additional equipment, etc. I might also add that in the single case of the Baltimore & Ohio system, the tables show that the property investment of that company was increased over $56,000,000 during the same three-year period; the gross earning in the meantime increased over $13,000,000, but the net operating income in 1913, after paying expenses and taxes, was $660,000 less than in 1910.

The separate reports of the roads or systems which will be submitted show that the same tendencies have operated in greater or less degrees in the case of each individual company. In brief, it appears to have come about that the new capital invested in railroads in official classification territory, during the last three years, has earned little or no return; in fact, these properties generally are actually earning less net, after paying operating expenses and taxes, than they were earning at the beginning of the period and before the $659,862,000 had been spent. It would seem that the mere statement of the case should be sufficient to indicate the serious situation which confronts not only the railroads in this territory but also those industries and commercial undertakings which depend upon the railroads for transportation.

The result, as might be expected, of this constant tendency toward diminishing net returns, has been to seriously check, if not altogether stop, the normal development of railroad facilities in the territory affected. The tables show that during the 10-year period these railroads found it necessary to increase their property investment approximately $2,000,000,000, an average of about $200,000,000 per annum, and it is certain that an equal if not greater amount per annum will be necessary to meet the requirements of the future.

Railroad managers would hardly be expected, under the circumstances just stated, to continue large capital expenditures for betterments and additions, if possible to avoid doing so, at least unless they had reason to believe that something had happened or was about to happen, which would materially change the situation. It is believed that the preceding statements if confirmed are sufficient in themselves to justify the request which the carriers now make for advanced rates, unless it can be shown that the causes which have operated to bring about such results are of a temporary character or have now ceased to exist. As already stated, while the matter has only recently reached an acute stage, the influences which have as a whole served to bring about the present conditions have been operating for a number of years. Evidence will be submitted to show some of the contributing causes and their effects. It was shown in case I. C. C. 3400 that the advanced-wage movement culminating in 1910 would increase the wage payments of the railroads in this territory approximately $34,000,000 per annum. The commission, in its report, expressed the opinion that in view of the large recent increases, it seemed fair to assume that wages would not much increase in the immediate future. Evidence to be submitted, however, will show that subsequent to the general increase in 1910, a similar movement was inaugurated in 1912 and increases already gained by this last movement—largely as a result of mediation and arbitration proceedings—have greatly augmented the wage payments of these same carriers.

The award just recently announced by the arbitrators in the matter of the application for increase in wages by the conductors and trainmen in eastern territory, it is estimated, will give approximately $6,000,000 increased wages annually to the conductors and trainmen employed by the railroads affected, all of which are in official classification territory. The effect of this increase is not shown in any of the other figures which I am using at the present time.

A full statement showing the general wage increases made during the three-year period and the procedure under which they were obtained will be presented.

The total wage payment of the Baltimore & Ohio system has been increased by an amount in excess of $4,000,000 per annum, comparing the fiscal year 1913 with the fiscal year 1910, due to increased rates of pay and changes in working conditions. Approximately one-half of this amount, or $2,000,000, is due to advances gained by the movement begun in 1912, and subsequent to the increases considered by the commission in the 1910 investigation. This indicates in a general way what has also taken place with each of the other companies. It should be borne in mind that the wages paid on the several roads interested in this proceeding are very nearly on the same basis and with substantially the same working conditions.

Since 1910 there has been an increase in the cost of materials due in part to increased use and higher standards, and in part to increased prices of certain materials entering largely into the cost of operation, such as fuel and track ties. The advance in price of these two items alone in the case of the Baltimore & Ohio system served to increase the expenses of that company in 1913 more than half a million dollars above what they would have been had prices remained as in 1910.

The amount paid for taxes by the companies, parties to this proceeding, has shown constant increases during the whole ten-year period, and particularly during the last three years. The increase payment in 1913 over 1903 was $28,720,000 and the increase incident to the last three years was $11,579,000. In the case of the three systems selected by the commission as typical, the amount of money actually paid as taxes during the year 1913 was $31,216,000, being $7,854,000 more than was paid in 1910.

Legislation, both State and Federal, enacted during the last 10 years has brought steadily increasing burdens upon the carriers. It is not proposed to question the merits of any of the legislation referred to in this connection. For the present purpose, it is sufficient to say that the effect upon cost of operation has been and will be the same, regardless of the merit of the measure. Among the measures which have affected cost of operation, I may mention employers' liability and compensation acts, full-crew bills, so-called semimonthly pay laws, safety appliance and standardization of equipment acts, and acts requiring the elimination of grade crossings, etc. The effect of the so-called full-crew laws alone has been to increase the expenses of these carriers more than $4,000,000 per annum.

The public demands to-day a higher standard of service than ever before, and while it may be that the wishes of the public in this particular have not been fully realized, none the less much has been done in that direction, all of which is reflected in the cost of operation.

One other very important influence upon the expense of railroad operations, when considered in a broad sense, is the higher rate of interest which the companies have been obliged to pay in recent years for new money raised for improvement purposes. It is believed that in the case of the carriers particularly the cost of new capital has been made higher than it otherwise would have been by the constantly narrowing margin between income and outgo, as it is upon this margin chiefly that the railroads in this territory must rely as the basis for raising additional capital.

In short, the railroads have felt the burden of the increased cost of living, like all other enterprises or individuals, but unlike all others have not been permitted so far to raise their prices or adjust their charges in recognition of that burden. Further, the rates which were in effect in 1910 have not in the aggregate been maintained—that is to say, while certain increases have been made during the period in mind, decreases have also come about, so that the general basis of rates has been lowered, to some extent by orders of the regulating commissions, and perhaps to an equal if not greater extent by commercial conditions or influences beyond the power of the carriers to resist. The net result of this movement is indicated in the statement that if the same rates and classifications which were in effect in 1910 had remained in effect in 1913, the freight earnings of the Baltimore & Ohio system, in the year last mentioned, would have been over $900,000 greater than they actually were, and the net income would have shown the same increase. It should be understood that this tendency will continue to lower the general level of the rate structure for some time to come, and it should be taken into account when deciding upon any fair basis of rates for the future.

In addition to the actual reduction in rates above referred to, the continuous decline in the value, that is to say, the purchasing power of money for a number of years past, has had the effect of diminishing still further the burden of the rate to the shipper, while at the same time increasing the burden of the carriers. This influence, reflected in the higher cost of operations, has been world-wide, and has been recognized by rate advances recently made by railroads in England, Italy, Switzerland, Belgium, Denmark, Russia, Austria, Hungary, and other countries.

Having set forth the results of the operation of these carriers to show that the revenue received upon the existing basis of rates is inadequate, and having pointed out some of the causes which have served to bring about this condition, we come now to a consideration of what general course the carriers may pursue to meet the situation.

If the situation is as I have shown, it is clear that the remedy must come from such changes or such line of action as will serve to increase net earnings, and this result might be brought about by one of three methods or by a combination of some or all of them. A large reduction in cost of operation—other conditions remaining as at present—would produce larger net earnings. A large increase in gross earnings, if the additional business could be handled with the present facilities and at present operating ratios, would also result in a larger net; and it is obvious that an increase in freight charges, other conditions remaining as at present, would bring about the same result.

I do not believe it will be possible to obtain the necessary relief either by reducing wages already in effect or by making any very considerable reduction in the number or men employed, nor do I believe it will be possible to effect economies in operation of sufficient magnitude to have any saving effect upon the situation. Undoubtedly further economies will be brought about, but it is altogether likely that in the future, as in the past, they will be more than offset by increased taxes, by the effect of further legislation which is almost certain to come about, and by other unavoidable increases in expenses.

It appears from the tables submitted that coincident with increased property investment during the past three years practically all of the railroads in this proceeding have largely increased the average tractive power of their locomotives and the carrying capacity of their cars, and have also made substantial increase in their train load, all of which has tended to more economical operation. Speaking more specifically, the Baltimore & Ohio Co., having made exceptionally large capital expenditures during the period last mentioned, was enabled to effect such increase in its freight-train load as to result in a saving in the fiscal year 1913 when compared with 1910 of over 9,000,000 freight-train miles, which, at an estimated cost of 50 cents per train mile, accomplished a saving in transportation costs of approximately $4,500,000 per annum. This large saving, however, was more than offset by increases in other expenses due to causes which I have already mentioned. I feel confident that the relief which is necessary if these carriers are to meet the standard suggested by the commission in its report I. C. C. 3400 is not to be found in more efficient operation.

We next come to the question of large increase in gross earnings. Under certain conditions it might properly be expected that larger gross earnings would give increased net, but it so happens that the railroads involved in this proceedings are located in that part of the United States where commercial and industrial development has been most intense, and it will be shown that in order to increase the gross earnings of these particular companies to any great extent at the existing rates it would be necessary for them to handle a volume of business much beyond their present carrying capacity. It would, therefore, be necessary to obtain and spend a large amount of new capital for increased facilities before gross earnings could be greatly augmented, and, as has already been shown, new capital invested in such facilities during the last three years has generally failed to earn any return whatever upon the investment. For this reason I do not think we can safely look for relief in the one direction of increased gross earnings, and this brings us to the third remaining method suggested—that is, increased charges, or increased rates and fares.

Inasmuch as the passenger fares charged by these several companies are generally the result of legislative enactments, and the mail pay and express rates are also beyond the control of the railroads, it will be seen at once that no immediate relief and perhaps no very considerable relief at any time can be obtained in these directions, and we are consequently forced to consider an advance of freight rates as the one available source of increased earnings. When this same question was before the commission in case I. C. C. 3400 it was strongly urged by shippers who opposed the increase at that time, that if it should be shown that the carriers did need increased revenue, and if it should also appear that such increased revenue ought to be obtained by increased freight rates, such advance should not be obtained as was then proposed, by a very considerable advance of some of the rates and no advance of others. It was pointed out that the rate structure, such as it was at that time, was the result of a long period of competition, plus the influence of many years of State and Federal regulation, and that commercial and industrial conditions generally had grown up in harmony with the existing structure, and it was urged that the relation of rates between different places and between themselves ought not to be violently or unnecessarily disturbed. The force of this argument has been recognized by the carriers, and in the present instance, while it is proposed to secure the necessary increased revenue by an advance of freight rates, it is also proposed that it should be obtained by an increase generally of 5 per cent, using minima of 5 cents per ton and of one-quarter of a cent per hundredweight, preserving so far as possible existing competitive adjustments as between localities. This method takes full cognizance of the claim previously made by the shippers that the existing rate structure should not be unnecessarily disturbed so far as relation between rates is concerned.

The amount of advance or the percentage of increase now proposed is, in the opinion of those who are parties to this movement too small to properly meet the exigencies of the case. It was felt when the matter was first discussed, and that feeling has been strengthened with the passage of time, that a 10 per cent increase of freight rates was necessary and should be requested at the present time, and while all felt that 10 per cent was not higher than the conditions justify, the lesser advance of 5 per cent was finally determined upon, because it was recognized that the whole rate situation was a matter of delicate relationship and the individual carriers were naturally solicitous that nothing should be done to disturb the free and well-established movements of traffic. An increase of 5 per cent, it was thought, would not be large enough to affect seriously, if at all, commercial adjustments, and the increased net which would be gained by such an advance, while not of itself equal to the necessities of the case, would in any event be of assistance and, most important of all, the general increase of rates would serve to direct attention to the relationship which does and must exist between railroad charges and the total cost of operation.

It was urged in the previous hearing that the carriers at that time were unable to show by actual test that the rates in effect were insufficient and that they failed to show the necessity for increased revenue We believe that in the present case the evidence showing the need of additional revenue is ample. It was suggested also that even if additional revenue were necessary at that time, the plan proposed was not the right one by which to obtain it. The carriers accept that point of view, and now propose that the increased revenue be obtained by an advance of a small percentage of all rates in the territory affected. It is believed that the plan now submitted is the fairest and best one possible under all the circumstances.

In conclusion: I have shown that tendencies which have been operating over a period of at least 10 years have resulted in such diminishing net returns that it has gradually come about that money invested in these railroads, because of the low average rates prevailing in so-called official classification territory and for other reasons, does not earn the same return as money invested in other enterprises of similar kind or character. As a matter of fact, money so invested during the last three years, taken as a whole, has earned no return whatever. In view of all this, those responsible for the management of these properties would not be justified in continuing large expenditures of new capital for additional facilities and equipment, even if such capital were available at reasonable rates of interest.

I have also shown that the railroads in official classification territory have increased their property investment for new tracks, stations, locomotives, freight and passenger cars, and for other similar purposes at the rate of approximately $200,000,000 per annum during the whole of the last 10-year period, and it is certain that the continued annual expenditure of a sum even greater than that will be necessary for similar purposes if the carrying capacity of the railroads in this territory is to keep pace with the normal growth of commerce.

The immediate and all-important question is: How shall these railroads obtain the new capital necessary if they are to provide the needed facilities and furnish the high-class service which the public interest demands and to which the public is properly entitled? The answer, we think, is to be found in the following words, which appear in the report of this commission from which I have already quoted:

> We should allow such rates which will yield to this capital as large a return as it could have obtained from other investment of the same grade. If rates formerly in effect have become insufficient, then higher rates should be permitted. Commerce and industry can not afford to wait on transportation facilities.

Statement of F. A. Delano, Esq., president Wabash Railroad Co., in behalf of carriers in Central Freight Association territory.

Mr. Delano. Mr. Chairman and gentlemen of the commission: Obviously I do not want to repeat what my friend, Mr. Willard, has said and has so well said, in which I concur, and I have, therefore, in order to conserve your time, reduced my remarks to a minimum. I simply desire to point out to you, on behalf of the lines in Central Freight Association territory some supplemental facts and circumstances for your consideration.

In the 1910 case the commission reiterated a principle it had frequently applied in previous cases involving the reasonableness of competitive rates, which is tersely stated in the following sentence taken from the Spokane case:

> We must, therefore, in fixing rates, have regard not altogether to any one particular railroad, but to the whole situation and must consider the effect of whatever order we make upon all these defendants.

In applying this principle in the 1910 case the commission held that the Pennsylvania, New York Central, and Baltimore & Ohio systems were, for the purpose of measuring the reasonableness of rates, fairly typical of the railroads in official classification territory. Mr. Willard has indicated in his statement that the lines generally will offer evidence which will show that they are now entitled, on the authority of that ruling to increase their rates.

That ruling was no doubt justified by the evidence submitted in that case, but we, who represent the Central Freight Association lines, do not believe the evidence in that case fully developed the whole railroad situation in the territory.

We concur in all that Mr. Willard has said and believe the evidence will show that the systems I have mentioned, considered alone, are entitled to an increase in rates, but we are not satisfied with the ruling of the commission that those systems are typical of the lines in the territory, and believe that if the ruling should be affirmed as a fixed precedent for future guidance, its application will cause irreparable injury, not only to the Central Freight Association lines but also to the people they serve, and we have accordingly determined to bring to the attention of the commission in the present case evidence which we believe will justify a reconsideration of the subject; and I have been delegated to outline briefly that evidence.

We will participate with the trunk lines in offering testimony on the general features of the case and will confine our separate presentation to the submission of additional evidence which we believe will show the ruling of the commission, that the systems I have mentioned are fairly typical of the whole situation in the territory, ought not to become a fixed precedent, and that the "whole situation" in Central Freight Association territory is the fair measure of the reasonableness of the rates in that territory and calls for a very substantial increase in rates.

OFFICIAL CLASSIFICATION TERRITORY.

Official classification territory embraces three distinct and independent railroad territories and rate zones, which we will endeavor to show were created in a natural way in the evolution and development of the railroad business by economic conditions peculiar to each but not common to two of them.

NEW ENGLAND TERRITORY.

First, we have the New England territory, which embraces the New England States and contains an area of approximately 64,000 square miles, inhabited by approximately 11,000,000 people, or 174 inhabitants to the square mile, and traversed by 8,071 miles of railway, which touch an average population, including New York City, of 1,389 per mile of road. The population of that territory is dense and in the main assembled in large industrial centers, the rural population of the New England States being only 17 per cent of the whole population.

That territory does not produce fuel or other raw material except granite, marble, and lumber—and those do not comprise a substantial tonnage—and, while the traffic is dense, it consists largely of merchandise, manufactures, and miscellaneous. For instance, approximately 45 per cent of the tonnage of the two principal railroads in that territory during the year 1912 consisted of that class of traffic.

The hauls in that territory are short. Little traffic passes through, except imports and exports, and the bulk of the traffic originating or destined beyond that territory is received from or delivered at its west boundary to lines running west and south, while the water-borne tonnage is largely hauled but short distances to inland towns. These conditions and the insolated location of that territory along the Atlantic seaboard, water competition, and numerous other economic influences peculiar to it, which the evidence will bring out more in detail, have created a railroad territory and fabric of rates and traffic conditions peculiar to it and independent of the West and South.

TRUNK-LINE TERRITORY.

We have next the trunk-line territory, which embraces the area west of the Hudson River and Atlantic seaboard, north of the Potomac River, and east of what is known as the "western termini"—a line extending from Buffalo through Pittsburgh to the Ohio River. This territory embraces an area of 112,000 square miles, has a population of 21,000,000, or 207 inhabitants to the square mile, and is traversed by 23,777 miles of railway, which touch an average population of 889 per mile of road.

As in the New England territory, the population in the trunk-line territory is found largely in its great cities—the rural population of the States included in the territory being only 30 per cent of the whole.

The area and population of this territory are greater than the area and population of the New England territory, but the area per mile of road is only about one-half, which indicates that the former is more amply supplied with railroad transportation facilities than the latter. While the population per mile of railroad is greater in New England territory than in trunk-line territory, the tonnage in the latter, per mile of road, is approximately twice the tonnage in the former. The character of the traffic is likewise substantially different in the two territories. For instance, the combined tonnage of products of mines carried by the Pennsylvania Railroad proper, the New York Central proper, and the Baltimore & Ohio system in 1912 was approximately ten times the same class of tonnage carried by the two principal railroads of New England. That class of tonnage comprised 66 per cent of the total tonnage of the Pennsylvania and the Baltimore & Ohio, but only 30 per cent of the total tonnage of the two New England roads.

The evidence will show that trunk-line territory comprises relatively the largest population per square mile, the greatest industrial activity, and the densest traffic of any similar area in the country. It embraces the great manufacturing centers of New York, New Jersey, and Pennsylvania, and the Pittsburgh district—the greatest tonnage center in the world.

In the early history of railroad building in that territory the railroads were built westward from New York and other Atlantic seaboard cities on the south, and either terminated at Buffalo, on the Lakes, or at Ohio River cities. The rates were made applicable to these lines as originally constructed, and the character of the traffic, physical surroundings, and other economic influences, which we will point out more in detail in the evidence, built up and have preserved to this day a railroad territory and a fabric of rates and traffic conditions peculiar to it and independent of and distinct from the territory east, west, and south of it.

CENTRAL FREIGHT-ASSOCIATION TERRITORY.

The remainder of official classification territory—the vast area extending from trunk-line territory to the Mississippi River and the Lakes—comprises what is known as Central Freight Association territory.

The portion of that territory in the United States contains an area of approximately 186,000 square miles, inhabited by about 19,000,000 people, or 122 inhabitants to the square mile, as compared with 207 in trunk-line territory and 174 in New England territory, and is traversed by 35,849 miles of railroad, which touch an average population of 506 per mile of road, as compared with 889 in trunk-line territory and 1,389 in New England territory.

It will be noted that while this territory contains 2,000,000 less population than trunk-line territory its area is 74,000 square miles greater and is traversed by 12,072 more miles of railroad, and while it contains about 8,000,000 more inhabitants than New England territory it comprises more than three times the area and is traversed by 27,778 more miles of railroad.

The population of the principal States in Central Freight Association territory is about equally divided between the cities and the rural sections, the percentage of rural population being 40 per cent of the whole. But it does not follow that it has too many railroads or too much mileage, because, as we have seen, the population is thinly spread over 186,000 square miles, as compared with a 2,000,000 greater population in trunk-line territory assembled on 112,000 square miles, and only 8,000,000 less population in New England territory assembled on 64,000 square miles.

The traffic in this territory is diversified and very general in character and is substantially different in many respects from the traffic in the other territories.

The territory was created largely by physical conditions and natural development and growth of population. Its numerous lakes and rivers, some of which form its boundaries, attracted to their borders the early settlements and cities, and in time came Chicago and St. Louis, its two chief centers of population. The territory is comparatively level, which facilitated railroad building, and as population increased railroads were constructed in all directions, the objective points being, naturally, lake and river cities.

It is a well-known fact that in the development of that territory water competition has always been an important factor, and that the railroads have promoted the growth of population and industrial development by low rates. Again, railroad building at times has been in excess of the growth of the country and caused abnormal competition, resulting in lower rates.

At the time the Government entered upon the regulation of rates, those prevailing in Central Freight Association territory as a body were comparatively the lowest rates prevailing in any section of the country, and in recent years they have been still further reduced—

and especially in respect to passenger fares, which have been reduced from 3 to 2 cents per mile, or 33⅓ per cent—in all the States in that territory.

The influences I have mentioned, which we will show in detail in the evidence, have resulted in the bankruptcy of a substantial portion of the railroad mileage in the territory and in depleting the earnings and debilitating the credit of the remaining lines to an extent which, unless relieved by prompt and substantial advances of rates, will naturally result in impeding the commerce and transportation of that section of the country.

On the evidence we will urge that, owing to the different conditions existing in these three component parts of official classification territory, lines traversing two of these sections ought not to be regarded as typical of the whole situation in the territory or in the component parts. Undoubtedly a great many important considerations are common to all the lines in the three component parts, and accordingly the showing of the Pennsylvania, Baltimore & Ohio, and New York Central systems will be of great value to the commission. We do not mean to disparage, or in any way discredit, the showing of those systems, but merely contend that their showing is not conclusive or typical of the entire situation.

GROUPING OF LINES IN CENTRAL FREIGHT ASSOCIATION TERRITORY.

We believe it will be pertinent to show the conditions prevailing in Central Freight Association territory, and will therefore offer in evidence, among other things, statements of the mileage, earnings, and results of operation of the lines located therein, with a view of indicating the "whole situation" in that territory.

There are, in the territory, 35,849 miles of railroad (exclusive of the mileage of switching and terminal companies) owned by 93 companies.

We have omitted switching and terminal companies because they perform a special service on an arbitrary basis, generally fixed on a per-car rate.

The mileage, however, includes the mileage in Central Freight Association territory of the Mobile & Ohio, St. Louis, Iron Mountain & Southern; Louisville & Nashville; Southern Railway; St. Louis Southwestern; Chicago, Burlington & Quincy; and Norfolk & Western—1,892 miles, or 5.3 per cent of the total—but we exclude that mileage from our figures, because it is only 7 per cent of the mileage of those companies, and the results of their operation can not be segregated. As 93 per cent of the mileage of these companies is in higher-rate zones, it is obvious that the operations of these companies as a whole would be immaterial to our argument.

This leaves 33,957 miles of road, or 94.7 per cent of the total, in the territory.

In presenting our figures we will be obliged to add to that mileage the results of the operation of 264 miles of the Chicago & Alton, 2,628 miles of the Illinois Central, and 859 miles of the Wabash. The principal operation of these three companies is in the territory, the 3,751 miles outside being west of the Mississippi River or south of the Ohio River, in higher-rate zones, and we include them because the results of operation of the mileage in the territory can not be segregated.

We will also include 3,401 miles of the Baltimore & Ohio and Erie, which are located in trunk-line territory, because the operation of this mileage can not be segregated from their lines in the territory.

Our figures will, therefore, embrace the results of operation of 41,109 miles of railroad, and we will arrange them in four groups:

Group 1 embraces the 41,109 miles of railroad I have mentioned, except 6,443 miles of Erie lines east of Marion, Ohio, and the Baltimore & Ohio system, and 2,729 miles—the aggregate mileage of 46 short railroads in the territory, which, together, earned less than $8,000,000 in 1910.

Group 2 embraces the Erie lines east of Marion, Ohio, and Baltimore & Ohio system, aggregating 6,443 miles, 3,401 of which is located in trunk-line territory. This mileage is grouped together because the results of operation of the mileage in Central Freight Association territory can not be segregated.

Group 3 embraces 28 of the 38 roads in group 1, with an aggregate mileage of 23,167 miles, which includes 19,416 miles, or 51½ per cent of the entire mileage in the territory, and embraces such important lines as the Big Four system; the Vandalia; the Chicago & Eastern Illinois; Nickel Plate; Grand Trunk Western; Grand Rapids & Indiana; Pere Marquette; Cincinnati, Hamilton & Dayton; Illinois Central; Chicago & Alton; and Wabash.

Group 4 embraces 46 companies, with an aggregate mileage of 2,729 miles, of 7½ per cent of the total mileage in the territory, which, together, in 1910, earned less than $8,000,000. These roads are important factors in the development and commerce of the respective communities they serve, but, as a rule, they are in great financial distress, and, being short lines, we thought it natural to group them together.

LINES REPRESENTING THE WHOLE SITUATION.

We believe that group 3 embraces lines which as a whole are fairly representative of the whole railroad situation in the territory, and for that reason we will refer to it in some detail.

We have omitted from this group the main-line connections of the trunk-line systems—the Lake Shore, the Michigan Central, the Pennsylvania Co., and the Panhandle—although the figures will show that their prosperity has been substantially impaired during the last few years by a constantly increasing ratio of expense to earnings.

The fact, however, that this mileage as a whole was constructed at a very low capital charge and forms integral parts of the best and strongest railway systems of the country, to say nothing of the credit and business they have enjoyed from their affiliations and the returns on their outside investments, place them in a class by themselves. These facts (which will be shown more in detail in the evidence) will conclusively prove that, while those lines, no doubt need an increase in rates, they do not belong in the group of roads which fairly represents the railroads in the territory.

We have also excluded from group 3 the Pittsburgh & Lake Erie Bessemer & Lake Erie, Hocking Valley, Kanawha & Michigan Toledo & Ohio Central, and Wheeling & Lake Erie. These roads are located in a comparatively small area between the Great Lakes and the iron furnaces and coal mines of Ohio, and their traffic is not of a general nature, but substantially confined to the products of mines; their tonnage of these products during 1912 being 78.6 per cent of their entire tonnage, but the exceptional feature of their situation lies not only in the volume of this mineral traffic, but in the fact that by reason of hauling iron ore in one direction and coal in the reverse way, they have a balanced traffic, which produces an unusually favorable operating condition.

While these lines are within the boundaries of the territory, they do not enter into the general railroad situation and can not be included in a group of roads fairly representative of all the railroads in the territory.

We have also excluded from group 3 the 46 short lines, whose aggregate earnings for 1910 were less than $8,000,000, because, as we have said, those lines are short, their earnings are small, and they are, as a rule, in financial distress, and ought not to be included in a group of roads representative of the railroads in the territory.

In group 3 we have included 28 companies, with an aggregate mileage of 23,167 miles, which traverse all parts of the territory and participate in the general traffic of that section of the country.

We believe a mere glance at the map of this large mileage (23,167 miles) will indicate that it is fairly representative of the territory. In any event we may be assured that if this mileage is not influential in determining the reasonableness of rates the prosperity, commerce, and development of the whole territory will be placed in jeopardy.

SALIENT FACTS FROM THE EVIDENCE.

On the evidence we will present in detail our contentions, but my present purpose will be served by merely calling your attention to a few salient facts.

This great network of railroads, covering the entire territory (as shown on the map), during the year ending June 30, 1910, earned $239,000,000, and during the year ending June 30, 1913, $275,000,000, or a gross increase of about $36,000,000; but in the former year the operating expenses and taxes were $182,000,000 and in the latter year $227,000,000, or an increase in expenses of about $45,000,000 resulting in a decrease in net revenue after payment of taxes of over $9,000,000 and in net corporate revenue of more than $16,000,000.

Stated in other words, the ratio of operating expenses and taxes to earnings during the same period increased from 76.3 per cent to 82.8 per cent.

These same roads during the year ending June 30, 1908 (which will be remembered as a panic year), earned $212,000,000, and during the year ending June 30, 1913, $275,000,000, or an increase of $63,000,000; but during the year ending June 30, 1908, the operating expenses and taxes were $165,000,000, and the year ending June 30, 1913, $227,000.000, an increase of about $62,000,000.

Now, despite the fact that during that same period more than $175,000,000 were put into additions and betterments, the net, after deducting operating expenses and taxes, showed an increase of $800,000, while the net corporate income actually decreased about $8,000,000.

As we have shown, this mileage comprises 51½ per cent of the entire mileage in the territory, and if we add the mileage of the 46 short railroads, we will have 59.1 per cent of the entire mileage of the territory, all of which is in a deplorable financial condition.

While, as we have said, the evidence will show the lines embraced in group 3 are fairly representative of the whole situation in the territory, the lines embraced in group 1 (substantially all the mileage) show a result almost equally deplorable, especially in the last few years.

Group 1, as we have seen, embraces 78.6 per cent of the entire mileage in the territory, including all the strong lines, and besides 3,751 miles outside of the territory in higher rate zones, and excludes only the 46 short lines, which are in financial straits, and the Erie east of Marion, Ohio, and the Baltimore & Ohio system, and the short projections of southern lines into the territory.

Group 1 in the fiscal year 1910 earned $457,000,000, and in the fiscal year 1913, $533,000,000, or showed an increase of $76,000,000; but operating expenses and taxes during the former year were $329,000,000, and during the latter year, $417,000,000, or an increase in expenses and taxes of $88,000,000, resulting in a decrease in net revenue, after deducting operating expenses and taxes, of $12,000,000, and a decrease in net corporate income of $17,500,000.

These large decreases resulted in the face of the investment of vast sums of new money for additions and betterments. In other words, notwithstanding the investment of this new capital, the ratio of operating expenses to gross revenue increased from 72 per cent in 1910 to 78.2 per cent in 1913.

The figures for the first two months of the present fiscal year are still less encouraging; for instance, the net revenue, after deducting operating expenses and taxes of the lines in group 1 for the two months mentioned, decreased about $4,500,000, as compared with the same two months last year, while the decrease of the lines in group 3 was about $2,000,000, as compared with the same months last year.

The evidence will show that the lines in Central Freight Association territory are confronted with the expenditure in the near future of millions of dollars in the separation of grades in various cities, on which they will receive no added return; and many of the lines have not the credit to raise this money. This circumstance, in view of the present conditions of the roads, presents a serious situation which calls for prompt relief.

It will be obvious from the evidence that a 5 per cent increase in rates will not be adequate to meet the demands of the territory. As I have said, the rates in that territory, both freight and passenger, are the lowest rates prevailing in the United States, and the interests of the people of that rapidly growing and developing section of the country, to say nothing of the carriers, require in the near future a readjustment of the rates, both freight and passenger, to a basis which will enable that territory to have good railroads and the people to have efficient and adequate service, and to progress measurably with the other sections of the country.

Mr. PATTERSON. May it please the commission, counsel for the carriers have no further preliminary statements to make.

The CHAIRMAN. You may proceed with the testimony, Mr. Patterson.

George M. Shriver was called as a witness by and on behalf of the railroad companies and, being first duly sworn, testified as follows:

Mr. Patterson. Mr. Chairman and gentlemen of the commission, volume 1 of the carriers' exhibits contains the 10-year financial and operating statistics of the 36 systems and roads which are involved in this inquiry, and which in turn involve the operations or accounts of some hundreds of subsidiary companies.

Volume 2 is a summary which has been prepared for the convenience of the commission and counsel, a summary of the 10-year statement of each one of these 36 systems. In other words, it is a condensation of the 10-year tables which are contained in volume 1.

Volume 3 is a combined 10-year statement of the financial and operating results of these 36 systems or roads, which combined statement also has attached thereto an analysis of the combined statement, pointing out the salient features in that combined statement. There is also in this volume a combined statement of the financial and operating results of the Baltimore & Ohio, the Pennsylvania, and the New York Central for a period of 10 years, which combined statements of those three roads has attached to it also an analysis giving the salient features of that statement.

There is also included in this volume 3 a summary of the property investment, operating revenues, operating expenses, income and taxes, first, of the three large systems, and, secondly, of all the systems and roads in this territory.

I have also here a statement prepared by Mr. Shriver, to be filed in connection with his testimony, concerning the combined statement of the 36 roads. In other words, we have this statement prepared so that this matter shall be expressed much more clearly than could possibly be done through a series of questions.

If the commission please, I propose to take up first with Mr. Shriver the question of the combined statement of the 36 systems.

Mr. Shriver, what is your position?

Mr. Shriver. Second vice president of the Baltimore & Ohio Railroad Co.

Mr. Patterson. You have had general charge, as a member of the committee, of the preparation of these statistics to be offered by the carriers in this case?

Mr. Shriver. The compilations generally have been under the charge of the Bureau of Railway Economics, but I have had general supervision, as chairman of the committee, of the compilation of the data.

Mr. Patterson. Please take your statement and read it, and I will interrupt you from time to time.

Mr. Shriver. I will start with a general statement of the systems. The statement as compiled covers the operation of 35 roads and systems, the mileage of which is about 80 per cent of the entire mileage in official classification territory and includes also considerable mileage which extends beyond this immediate territory. The statement covers the operation of about 131 operating railroads making operating reports to the commission. These roads combined own 53,670 miles of line and operate 58,275 miles of line.

Mr. PATTERSON. In the 1910 case there were some financial statistics, prepared by the commission and filed in that case, dealing with the operation of 41 roads, if I remember correctly. Are all of those 41 roads included in this statement?

Mr. SHRIVER. All of the 41 roads are included, and some 6 or 8 others that were in the territory, but which, for some reason or other, did not get into the compilation at that time.

Mr. PATTERSON. Mr. Shriver, you have taken what period in connection with the preparation of these statistics?

Mr. SHRIVER. When the compilation was first undertaken it was thought we would have to confine it to the year 1912, and the compilation was made for the years 1903 to 1912, inclusive. Subsequently it became possible to get the figures for 1913.

Mr. PATTERSON. For what reason did you take 1903 to 1912, instead of 1888 to 1912 or 1906 to 1912?

Mr. SHRIVER. It was the period immediately preceding that which seemed to be under immediate consideration. The committee was governed largely in making it a 10-year period by the fact that the commission, in its previous compilations in the previous case, had had its compilations made on the 10-year basis, and the undertaking was to follow generally the period and the general character of the statistics which were then gotten up.

Mr. PATTERSON. How did you happen to take the 1910–1913 period?

Mr. SHRIVER. The period from 1910 to 1913 covers that period since the report of the commission in the last case, and it was thought that the development since 1910 would be of particular interest and importance at this time.

Mr. PATTERSON. What is this so-called 10-year statement? What is it? Is it a condensed income account, a balance sheet, or what?

Mr. SHRIVER. The first page of the statement is, I might say, practically a summary of the compilations shown in the sense that it covers the figures of total capital obligations divided as between stocks, bonds and funded debt, and the property investment of these railroads. Following that is what might be called a condensed income account, with a supplemental reference to profit-and-loss account. The second sheet shows in detail the figures of revenue and expenses, separated by account; also the taxes and some memoranda with respect to repairs, renewals, depreciation of equipment, and a few items of general statistics relating to the operation of these roads.

Mr. PATTERSON. Those statements have been prepared by you?

Mr. SHRIVER. The committee first undertook to have the compilation made directly from the reports that have been made to the Interstate Commerce Commission by these various roads, but owing to the number of changes that have come about in the intercorporate relations in that period it found it difficult to make what we thought would be a definite comparative basis of figures. We therefore requested the roads to furnish this data, on forms which were submitted to them, with instructions as to the basis for their compilations.

Mr. PATTERSON. And the data was finally completed when?

Mr. SHRIVER. I could hardly say that it is completed yet; but so far as these statements that have been filed are concerned they were completed only very recently.

Mr. PATTERSON. They have been completed within the last 48 hours, and, therefore, if in the course of going over them the carriers discover any inaccuracies corrections will be made and the commission and everyone else will be advised.

Mr. SHRIVER. I wish to say as to the summaries that such data have been compiled directly by the bureau, and under their supervision, and it has been checked. We have not had full opportunity to check all the reports from the different railroads to know that they are all on a definite and proper comparative basis. So far as the statements drawn by them are concerned we believe the compilations are in a general way accurate.

Mr. PATTERSON. Will you now proceed with your statement? You were down at the bottom of page 3.

Mr. SHRIVER. If you will permit me, I will commence at this point. The combined property investment at June 30, 1913, is $6,280,571,000, or $117,022 per mile of line, and $58,189 per mile of all tracks. Between 1903 and 1913 these roads added to their property investment $1,980,093,000, or an increase of 46.04 per cent.

The total operating revenue, which was, in 1903, $870,783,000, rose to $1,424,119,000 in 1913, an increase of over $553,000,000 or 63.54 per cent.

Taxes paid by these roads in 1913 aggregated $54,494,000 or 111.44 per cent more than was paid in 1903.

Operating expenses, including taxes, hire of equipment, and rents, increased in 1913 over 1903, $464,154,000 or 77.15 per cent, so that net operating income increased only $85,317,000 or 33.93 per cent.

Mr. PATTERSON. What do you mean by "net operating income"? The phrase as used in the commission's report is "operating income." How does that phrase differ?

Mr. SHRIVER. That is a coined phrase to meet the situation that we found in this respect: In the former report to the commission operating revenues, operating expenses, net operating revenues, and taxes, deducted, produced the operating income. Prior to 1908 hire of equipment and certain rents of terminals were charged to operating expenses. Subsequently, these have been divided, both as to receipts and disbursements in income account. These items bear directly on the property investment, and it was felt that to get a figure that would directly compare with the property investment account it was proper to include the items of hire of equipment, rents, and so forth, both debit and credit, by which means we reach a net operating income.

Mr. PATTERSON. In other words, you show first the investment in property used for transportation purposes and secondly the net return upon that property, after deducting all transportation costs including taxes and hire of equipment.

Mr. SHRIVER. That is the intent of this statement.

Mr. PATTERSON. Proceed now, please.

Mr. SHRIVER. Comparing 1913 with 1910, the combined property investment increased $659,862,000, while operating revenue increased $186,775,000. Including taxes, which increased over $11,580,000, expenses increased more than $203,087,000, so that net operating income decreased $16,311,000, or nearly 5 per cent. In other words, after increasing investment 11.74 per cent and gross revenues 15.09

per cent, there was no resultant increase in net income; on the contrary, there was realized $16,311,000 less net than was earned before over $650,000,000 was added to the property investment.

Mr. PATTERSON. Am I correct in understanding that between 1910 and 1913 these systems put $650,000,000 into their roads and equipment and at the conclusion of that period their net operating income was $16,000,000 less than when they started?

Mr. SHRIVER. The net increase of the entire property investment into one period over the other was $650,000,000 and the net result in operation was $16,000,000 less than it was in 1910.

Mr. PATTERSON. Will you proceed now, Mr. Shriver?

Mr. SHRIVER. The per cent of return on property investment was, for the 5-year period to 1907, inclusive, 5.96 per cent, and for the second 5-year period to 1912, inclusive, only 5.50 per cent. The average return for the 10-year period to 1912, inclusive, was 5.71 per cent, and that for 1910, 6.28 per cent, compared with 5.23 per cent in 1911, 5.19 per cent in 1912 and 5.36 per cent in 1913.

It is especially notable that whereas heretofore in periods of high operating revenues, the per cent of return has been highest, as in 1907 and 1910, when it was 6.25 and 6.28, respectively; in 1913, when the highest revenues in the history of this group of roads made, the return was only 5.36 per cent.

Mr. PATTERSON. Some one has sent me a note, I do not know who, asking what you mean by "return."

Mr. SHRIVER. The ratio of income in relation to the property investment.

Mr. PATTERSON. What the money is earning?

Mr. SHRIVER. What the property is earning.

Mr. PATTERSON. The money involved in the property?

Mr. SHRIVER. Yes; the property. The per cent of return of net corporate income, plus interest on total capital obligations, shows the same general tendency downward.

Mr. PATTERSON. In that connection, may it please the commission, in the analysis of the combined statement of the 36 roads, which is contained in volume 3 of the exhibits which have been filed, at the top of page 2, the percentage of relation between not corporate income, plus interest on funded debt, to total capitalization—that is, stocks and bonds—is stated. There is a mistake there which was discovered last night in those figures.

Mr. Parmelee advises me that that mistake has been corrected since last night. Those figures are correct, then?

Mr. SHRIVER. I assume you refer to the place where all interest had been included, whereas this interest is on obligations other than funded debt.

Mr. PATTERSON. Yes. Proceed, now, Mr. Shriver.

Mr. SHRIVER. In view of the widely-scattered mileage and great divergence in conditions in different sections of the territory and during the various periods, it is realized that no close deductions can be made from the combined figures of these roads. It is clearly evident, however, that there has been a persistent narrowing of the margin between income and outgo.

As to earnings and expenses. Comparing 1913 with 1903, operating revenues increased $553,336,000, or 63.54 per cent, while operating expenses and taxes increased $466,088,000, or 76.35 per cent. The increase in operating revenues in 1913 over 1910 was $186,775,000, or 15.09 per cent, but operating expenses increased $189,722,000, or 22.79 per cent.

The total increase in expenses 1913 over 1903 is distributed through the several accounts as follows:

Maintenance of way, $65,149,000, or an increase of 56.46 per cent in that account; maintenance of equipment, $125,901,000, or 104.12 per cent; transportation and traffic, $207,827,000, or 64.59 per cent; general expenses, $38,490,000, or 144.59 per cent; taxes, $28,721,000, or 111.44 per cent. The total operating expenses increased $466,088,000, or 76.35 per cent.

Mr. **Patterson.** You are not an operating officer, I believe.

Mr. **Shriver.** I am not an operating officer

Mr. **Patterson.** Therefore, in connection with these figures, may it please the commission, operating officers will be called to testify with respect to the change in the figures as between the different periods.

Mr. **Shriver.** The ratio of operating expenses to total operating revenues, which in 1910 was 67.27 per cent, was, in 1911, 70.71 per cent; in 1912, 70.75 per cent; and in 1913, 71.77 per cent. For the 5-year period to 1907, inclusive, the ratio was 67.84 per cent, and for the 5-year period to 1912, 69.55 per cent. The ratio for the 10-year period to 1912, inclusive, was 68.78 per cent, compared with 71.77 per cent in 1913.

In each of the three years since 1910 the total operating revenues were in excess of the 1910 figures, but in each of those three years net operating revenue and net operating income were less than in 1910, so that in this period there has been no increased return whatever for the interest charges on the new capital which provided the additional facilities required to handle the greater volume of business.

Mr. **Patterson.** I have no further questions to take up with Mr. Shriver in connection with the combined statement of the 36 roads. I assume it is practicably impossible for anybody to cross-examine with respect to a statement of that kind, having had only 10 or 15 minutes experience with the figures. Therefore, if it is the wish of counsel and the commission, Mr. Shriver will be prepared to return at any time to deal with that question, and I will take up two or three other matters with him now.

The **Chairman.** It will be understood that with regard to the period referred to counsel may subject Mr. Shriver to such cross-examination as may be desired at a later time, after they have had an opportunity to study the figures.

Mr. **Patterson.** In that connection, it seems to me, it would facilitate matters very much and expedite the hearing if Mr. Shriver, or any other witness that may be called, could be advised in advance of the general matters which are to be covered in his cross-examination. Not that they are to be restricted in any way, if at the moment it appears that there are other matters that ought to be developed. For example, this statement of the 36 roads includes the operations of several hundred companies. The statement of the Pennsylvania system alone comprises the operation of some 95 companies, the statement of the New York Central system comprises the operation of between 90 and 100. It will be a physical impossibility for any man to anticipate what may be asked with reference to these statements. If the witness be advised a sufficient time in advance, then the data can be prepared and furnished and it will thus expedite the hearing in every way. I suggest that for the consideration of the commission and the counsel.

Commissioner **Harlan**. Mr. Patterson, you have not formally offered those exhibits. I suppose you wish it understood that they are offered.

Mr. **Patterson**. I desire to formally offer in evidence these various exhibits to which I have referred, including the printed statement of Mr. Shriver's testimony.

(The documents referred to were received in evidence, marked "Geo. M. Shriver Exhibits Nos. 1, 2, 3," consisting of volumes 1, 2, 3, respectively, which will be found at the end of this hearing; and "Geo. M. Shriver Exhibits Nos. 4 and 5," respectively, consisting of printed statements, which are forwarded herewith.)

Mr. **Patterson**. Mr. Shriver, will you now turn to the combined statement of the Baltimore & Ohio, the Pennsylvania, and the New York Central systems? We have followed the same plan in connection with these other statements, and this statement is the combined operations of the three systems referred to. Mr. Shriver has prepared a memorandum in writing, so that every one will have before him the matters developed in his testimony in a succinct and clear form.

Mr. **Shriver**. This is a combined 11-year financial and operating statement, with a 10-year analysis, covering the New York Central system, the Pennsylvania system east and west, and the Baltimore & Ohio system.

The commission, in its report No. 3400, emphasized the fact that, in the case of the larger lines, the systems in their entirety and not the individual roads composing the same should be considered. Special consideration was given by the commission to the results of operations of the New York Central, the Pennsylvania, and the Baltimore & Ohio systems.

The statement submitted and filed with the commission shows in combination the results of operation of these three systems. In filing this statement all intercorporate system ownerships and dividends on stock and interest on funded debt paid and received for such intercorporate holdings have been eliminated. The figures shown therefore in all cases are the results after such elimination.

The property investment is the book value of the railroad property used in the public service, the income and expense attached to which is covered in the operating income.

These systems comprise 28,395 miles of operated road and 60,697 miles of all tracks operated, or about 48 per cent; and 52 per cent of the road and the track operated, respectively, in the official classification territory.

Their gross operating revenue for the year was $797,362,913, or 57.53 per cent of the total earnings of roads in the territory under consideration. The property investment of these systems at June 30, 1913, aggregated $3,253,431,204.

Mr. **Patterson**. The details with regard to the various corporations and roads operating or otherwise which are included in the various statements will be furnished by whom?

Mr. **Shriver**. I will undertake to furnish that, sir.

Mr. **Patterson**. You will furnish it in connection with the Baltimore & Ohio.

Mr. **Shriver**. Do you mean separate reports or separate volumes?

Mr. **Patterson**. I am speaking of the three systems—the Pennsylvania, the New York Central, and the Baltimore & Ohio.

Mr. **Shriver**. The representatives of the three systems will present their items individually and separately. Effort has been made to have the statements on a proper comparative basis throughout the period, and accurate in detail. Owing to changes in accounting regulations of the commission, particularly in 1908, a number of adjustments have been necessary to secure proper comparisons, notably:

1. Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1909 to agree with subsequent years.
2. Insurance has been included in general expenses for all years.
3. Work equipment repairs, renewals and depreciation have been deducted for maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.
4. The accounts equipment leased, Cr., and equipment borrowed, Dr., have been adjusted through expenses and income, year 1908.

The accounting regulations of 1908 established the account of "outside operations," to which were assigned certain earnings, which prior to 1908 were included generally under "other transportation revenue," and certain expenses which were distributed to the respective maintenance and operating accounts. Owing to slight differences in the methods of stating accounts of outside operations, for that portion of the 10-year period prior to 1908, the comparisons of detailed expenses are slightly inaccurate. Since 1908 all accounts are upon a uniform basis, and the comparisons of the years 1910 to 1913 are exact.

As I stated in the previous statement, these compilations cover the 11 years from 1903 to 1913, inclusive, with two 5-year periods, 1907 and 1912, inclusive, and an average for 10 years.

A summary of the more important figures and comparisons has been made for ready reference. Some of the significant facts shown therein will be briefly referred to.

Property investment, which represents the book value of the investment in road and equipment, in 1913, was $3,253,431,204, or a sum $1,107,335,816 greater than it was at the close of 1903, an average increase of over $110,000,000 per annum. In the three years since 1910 the increase was $423,431,094, an average each year of over $140,000,000.

Mr. **Patterson**. That is, the money which has gone into these three properties since 1903 was what?

Mr. **Shriver**. The net increase was $140,000,000 over 1910.

Mr. **Patterson**. From 1903 to 1913?

Mr. **Shriver**. Since 1903 the additional sum is $1,107,335,816.

Commissioner **Harlan**. Mr. Patterson, before you rest your case, will you show in a general and substantially approximate way the purpose to which this money was put?

Mr. **Patterson**. Yes, sir.

Commissioner **Prouty**. Does your statement show increase in mileage?

Mr. **Patterson.** The percentage of the increase in the property invested per mile of main track and per mile all tracks. That is both in the statement and in the analysis accompanying it.

Mr. **Shriver.** In the 10 years between 1903 and 1913—that is, within the period when this $1,107,335,816 was expended, these systems added to their plant 10,777 miles of all tracks, of which about 1,000 miles was first main track.

In the three years since 1910 the miles of all tracks have increased 2,801 miles, or 5.01 per cent, while the increase in first main track was but 214 miles—showing that the development in this period has been intensive in character.

Statements will be submitted showing that these systems, in common with all other lines in this territory, have added greatly to their equipment—shown by a large increase in aggregate tractive power of locomotives and aggregate carrying capacity of cars.

Coincident with this expansion of facilities and large increase of property investment to which I have referred, there has been a notable increase in business.

The number of tons carried 1 mile, which in 1903 was 55,134,587,820, had in 1913 reached the total of 91,638,907,564, an increase of 36,504,319,744, or 66.21 per cent, while passengers 1 mile showed an increase of 55.80 per cent.

Comparing 1913 with 1910, there was an increase in passengers carried 1 mile of 12.99 per cent and an increase in tons carried 1 mile of 17.03 per cent.

In the period of 1903–1913 gross earnings rose from $488,143,821 to $797,362,913, the earnings for the year 1913 being the greatest in the history of these lines, an increase of $309,219,092 over 1903, and of $109,380,362 over 1910.

The net operating income, which in 1903 was $133,352,650, and in 1910 reached $181,479,024, was in 1913 only $173,098,314, an increase over the year 1903 of $39,745,664, but actually $8,380,710 less than it was in 1910.

While the property investment in 1913 increased $1,107,335,816 over 1903, or 51.60 per cent, and the business handled, as reflected in the gross earnings, increased by $309,219,092, or 63.35 per cent, the net operating income increased $39,745,664, or only 29.80 per cent. In other words, the increase of net operating income represented a return on the new investment of 3.59 per cent only.

Mr. **Patterson.** That is between 1903 and 1913?

Mr. **Shriver.** Between 1903 and 1913; yes.

Mr. **Patterson.** That is to say, the money that has gone into the property has returned 3.59 per cent?

Mr. **Shriver.** It has returned 3.59 per cent on the new property invested.

Mr. **Patterson.** During that time what has been the increase in business done?

Mr. **Shriver.** 63 per cent, as reflected by the gross earnings.

Mr. **Patterson.** And reflected by tons carried 1 mile?

Mr. **Shriver.** 66 per cent.

Mr. **Patterson.** And passengers carried 1 mile.

Mr. **Shriver.** 55.80 per cent. Comparing 1913 with 1910, the property investment increased $423,431,094, or 14.96 per cent, the operating revenue increased $109,380,362, or 15.90 per cent, while net operating income shows a decrease of $8,380,710. That is with an increase of 14.96 per cent in property investment and 15.90 per cent in operating revenue, there was an actual decrease in net operating income of near $8,500,000.

Mr. **Patterson**. Let me call your attention to the analysis which accompanies this combined statement of the three roads. Look at page 2 and at paragraph 9. I call your attention to page 2, paragraph 9, with respect to the measure of service. What has been the increase in the measure of service accorded the public as represented by passenger miles and freight-tons miles between 1910 and 1913?

Mr. **Shriver**. This analysis shows that the increase in tons carried 1 mile 1913 over 1903——

Mr. **Patterson**. 1913 over 1910?

Mr. **Shriver**. Yes; was 17.03 per cent.

Mr. **Patterson**. That is represented by approximately how many tons carried 1 mile—13,000,000,000, is it not?

Mr. **Shriver**. Yes; 13,000,000,000 tons 1 mile.

Mr. **Patterson**. What is the increase in number of passengers carried 1 mile between that same period?

Mr. **Shriver**. Passengers carried 1 mile increased 12.99 per cent, or about 2,000,000,000.

Mr. **Patterson**. That indicates, then, the increase in the measure of service which has been accorded the public between 1910 and 1913?

Mr. **Shriver**. Those are the measures of service, yes.

Mr. **Patterson**. In order to secure that increase in measure of service, what was the property investment?

Mr. **Shriver**. Do you mean in percentage?

Mr. **Patterson**. Not in percentage; in amount. What was the increase in property investment between 1910 and 1913? You have it there in your statement.

Mr. **Shriver**. Property investment, $423,000,000.

Mr. **Patterson**. $423,000,000 has been invested in road and equipment in order to secure this increase in traffic units?

Mr. **Shriver**. Yes.

Mr. **Patterson**. What return was made on that increase of $423,000,000?

Mr. **Shriver**. The figures indicate that there was no return whatever. On the contrary, the revenue for 1913 was $8,500,000 less than it was in 1910, before that expenditure was made.

Mr. **Patterson**. Will you go on with your statement?

Mr. **Shriver**. This decreasing return on property investment is again clearly reflected in the line showing "per cent on property investment." The rate of return, which in 1903 was 6.21 per cent and in 1910 6.41 per cent, had in 1913 fallen to 5.32 per cent. It is also noted that whereas in the first period of five years (1903–1907, inclusive) this return had been 6.11 per cent, for the second period of five years (1908–1912) it was 5.57 per cent.

It is further notable that, whereas normally in periods of high gross earnings the rate of return on property investment rises, as was the case in 1910, on the up-turn in 1913, while the gross revenue increased 15.90 per cent over 1910, the rate of return in 1913 dropped 17 per cent.

Particular emphasis is given this net operating income in relation to the property investment, for the reason that it shows the net result to the carriers from the operation of the particular property represented by the property investment account as distinguished from a return on capital obligations, which, in some instances, cover properties or investments not necessarily associated with the rail operations.

The total combined capital obligations of the three systems outstanding in the hands of the public rose from $2,058,000,000 in 1903, in round figures, to over $3,110,000,000 in 1913. Comparing 1913 with 1903, the increase in capital obligations is 51.04 per cent and the increase in property investment 51.60 per cent.

The net corporate income (plus interest on funded debt)—that is, the total fund available to pay interest and dividends on existing capital, to furnish a margin of safety for that capital and a basis of credit for raising new capital—was in 1903 equal to 6.76 per cent on those capital obligations, in 1910 6.88 per cent, and in 1913 6.15 per cent.

Mr. Patterson. Has the infinitesimal error which existed in those figures originally been corrected?

Mr. Shriver. No; there is still an error in those figures.

Mr. Patterson. In the figures you are giving now?

Mr. Shriver. Yes.

Mr. Patterson. That will be corrected in the course of the next week. What is the effect of that error?

Mr. Shriver. The effect of the error would be——

Mr. Patterson. What has it been?

Mr. Shriver. The effect of the error has been to apparently show a greater return than would have been the case if it had been exact.

The Chairman. How much greater?

Mr. Shriver. About one three-hundredth of 1 per cent. It was within the same group including interest on bills payable of less than one year. The balance or "margin," which in 1903 was $44,830,337 and in 1910 $59,531,049, was in 1913 $47,083,181, or, expressed in per cent, on total capital obligations in 1903 2.18 per cent, in 1910 2.03 per cent, and in 1913 only 1.51 per cent.

Mr. Patterson. What do you mean by this margin of safety that you refer to?

Mr. Shriver. What is commonly known as surplus after deductions of interest and dividends.

Mr. Patterson. That is available for what purposes?

Mr. Shriver. Any purposes of the company.

Mr. Patterson. What do you want a margin for?

Mr. Shriver. It is a very important element in sustaining credit.

Mr. Patterson. It pays for nonincome-producing improvement and various other matters?

Mr. Shriver. It might be so applied; and it is also an emergency in case of disaster or anything else that may seriously affect any railway company.

Mr. Patterson. What is the percentage to-day on the three systems?

Mr. Shriver. On total capital obligations in 1913 it was 1.51 per cent.

Commissioner PROUTY. What was the average for the 10-year period?

Mr. PATTERSON. The average for the 10-year period has not been worked out. We will have that done and have it noted in the record.

Mr. SHRIVER. The decreased return on property investment and capital obligations is shown to be due principally to the increasing cost of operations, although lower returns per freight and passenger units has also contributed.

The combined revenues and operating expenses of the three systems are given in some detail in the second statement submitted.

As against an increase in operating revenue between 1903 and 1913 of about $309,000,000, operating expenses increased $254,000,000. The increase in total operating revenue in 1913 over 1903 is 63 per cent and that in operating expenses almost 76 per cent.

The ratio of expenses to total operating revenue, which in 1903 was 68.67 per cent and in 1910 69.64 per cent, had in 1913 risen to 73.90 per cent. Taxes have increased from about $14,500,000 to over $31,000,000, or 114 per cent.

The ratio of expenses to total operating revenue shows a tendency continuously upward. Compared with the 5-year period to 1907, when the average was 70.18 per cent, that of the second 5-year period, to 1912, inclusive, was 71.58 per cent; and compared with the 10-year average of 70.95 per cent that of 1913 is 73.90 per cent. The ratio of operating expenses, including taxes, to total operating revenue shows in 1903 71.65 per cent, in 1910 73.04 per cent, and in 1913 77.81 per cent.

Mr. PATTERSON. Mr. Commissioner Prouty, the average as worked out, I find, is 1.9 per cent for the 10 years.

Mr. BRANDEIS. As against what?

Commissioner PROUTY. As against 1.51 per cent.

Mr. SHRIVER. Out of the total increase in operating expenses between 1903 and 1913, amounting to $253,997,066, $111,919,569 is in maintenance expenditures and $118,262,001 in transportation costs. Of the gross increases in maintenance expenditures of $111,919,569, maintenance of way and structures absorbed about $39,300,000 and maintenance of equipment $72,600,000.

Mr. PATTERSON. I did not quite catch that. Between 1903 and 1913 what were your figures on maintenance of way and structures and maintenance of equipment?

Mr. SHRIVER. Maintenance of way and structures absorbed about $39,300,000 and maintenance of equipment $72,600,000.

Mr. PATTERSON. That is $111,000,000?

Mr. SHRIVER. Yes; in total maintenance expenditures.

Mr. PATTERSON. What was the increase in transportation cost between those two periods?

Mr. SHRIVER. There was an increase in transportation cost of $118,262,001.

Mr. PATTERSON. These questions will also be covered by operating officers and Mr. Shriver will not go into them.

Mr. SHRIVER. Maintenance of way per mile of first track rose from $2,522 in 1903 to $3,778 in 1913, or 49.80 per cent, and per mile of all tracks from $1,399 to $1,768, or 26.38 per cent. Considering maintenance of way alone, the proportion to gross earnings declined from 13.92 per cent in 1903 to 13.46 per cent in 1913. The proportion of maintenance of equipment expenses rose from 14.84 per cent in 1903 to 18.19 per cent in 1913. In 1910 maintenance of way was 12.71 per cent of gross, against a 10-year average to 1912 of 12.99 per cent, and maintenance of equipment was 16.47 per cent of gross, against 16.47 per cent as 10-year average. It is a coincidence that those figures are identical.

Commissioner Prouty. Does your maintenance of equipment include your depreciation charge?

Mr. Shriver. In this compilation; yes.

Comparing more closely the maintenance of equipment expenditures in 1910 and 1913, a total increase of about $32,000,000 is shown in three years. Of this increase, repairs, renewals, and depreciation of locomotives accounted for something over $14,500,000, this being an increase of 38.35 per cent over 1910.

The cost per 100 pounds of tractive power increased from 9.44 cents to 11.24 cents, or 19.07 per cent, and the cost per locomotive from $2,855 to $2,617, or 26.70 per cent. Repairs, renewals, and depreciation of passenger train cars increased nearly $1,500,000, or 12.81 per cent, there being a slight decrease in the cost per car. Repairs, renewals, and depreciation for freight-train cars increased in the three years almost by $9,500,000, or 19.06 per cent, and the average cost per freight-train car from $97.54 to $107.52, or 10.23 per cent.

Transportation expenses, which in 1903 were $182,249,793, have expanded, until in 1910, they were $247,523,456, and in 1913 reached $300,511,794, an increase of $52,988 over 1910, or 21.41 per cent.

These statements are submitted to show that with these three systems combined there has been a tendency for increased expenses to overcome increased gross earnings, with resultant decreased operating income and consequent lack of return on new property investment.

The particular accounts affected, and the occasion of this, can and will be more clearly shown in the testimony which will be presented by each of the three systems separately.

Mr. Patterson. I have no more questions to take up with Mr. Shriver now.

Mr. Lyon. I have one question I would like to ask this witness. Are the figures which you have given in this statement taken from the annual reports made to the Interstate Commerce Commission or are they specially compiled from statements furnished you direct from the railroads?

Mr. Shriver. They are statements furnished direct by the railroads.

Mr. Lyon. They can not be checked from the annual reports to the commission.

Mr. Shriver. On the contrary, I should think they could be checked.

Mr. Lyon. If I had before me the annual report of the commission and wanted to verify these statements it will show there what you call income account, depreciation account, and so forth. Will those figures appear in the annual report of the commission?

Mr. Shriver. Yes. In the 10-year period these have been adjusted in different accounts, but if the same adjustments were made, the reports made to the commission for this period should balance with these figures.

Commissioner HARLAN. Mr. Willard spoke of an average increase in property investment account of $200,000,000 a year for all the roads. Your figures seem to show an average increase for these three systems of $140,000,000, leaving $60,000,000 for all the other mileage in this territory. Is that right?

Mr. SHRIVER. That is the way the figures work out.

Mr. PATTERSON. That was for all the roads in this territory, $690,000,000. For these three systems it is $423,000,000, is it not?

Mr. SHRIVER. $423,000,000; yes.

Mr. PATTERSON. We have two sets of figures, both dealing with the 10-year period and also with a 3-year period. The figures that you are just referring to now are from 1910 to 1913.

Mr. SHRIVER. I thought Mr. Willard used a total of $2,000,000.

Mr. PATTERSON. That is for the 10 years.

Mr. SHRIVER. For the 10 years 1913 over 1903, or an average of $200,000,000 a year. The compilation shows $1,980,000,000 for the same 10-year period, or $198,000,000 a year.

Commissioner HARLAN. That leaves $60,000,000 for all the others.

Mr. SHRIVER. I think Mr. Willard was giving those figures in a round sum of about $2,000,000 a year.

Mr. BUTLER. Am I correct in understanding that your testimony, so far as all of the exhibits that you have offered are concerned, pertains exclusively to investments and operations and revenues of all-rail business?

Mr. SHRIVER. This is an effort to segregate the property investment employed in rail operations and the income that applies against that property investment.

Mr. BUTLER. These statements do not include any figures whatever with reference to the lake carriers, either separately or in combination with the rail carriers, do they?

Mr. SHRIVER. I would not be able to say as to all of these 35 roads as to just how they handle it in each case. As I say, we have not been able to check up each separate road. In operations of that kind unless each one of those roads go as an outside operation or as company owned, they would be reflected in the income account as other income rather than in this operating income.

Mr. BUTLER. If you are unable to state now, Mr. Shriver, will you endeavor to ascertain during the day and let us know whether any lake business is in this statement?

Mr. SHRIVER. That is to say, whether investment in lake-carrying equipment and the income therefrom is in this statement?

Mr. BUTLER. Yes. Also operations, income, and expense.

Mr. SHRIVER. By that do you mean boat lines?

Mr. BUTLER. Yes.

Mr. PATTERSON. Will you furnish Mr. Shriver with the names of the boat lines?

Mr. BUTLER. I only want the boat lines interested.

Mr. PATTERSON. Do you refer to the Western Transit Co., the Erie & Western Transportation Co., in which the trunk lines are interested?

Mr. LYON. Mr. Shriver, this term "property investment" includes cost of road as reported to the Interstate Commerce Commission.

Mr. Shriver. Yes; although there is some adjustment. Other companies sometimes take an item of real estate and it is covered entirely; but in this case, at least so far as the three systems are concerned, where real estate was held as an investment or was being used for railroad purposes, it has been segregated and is not included in this property-investment figure.

The Chairman. That seems to be all with Mr. Shriver at this time, and we will now take a recess until 2 o'clock.

(Whereupon, at 12.30 o'clock p. m., a recess was taken until 2 o'clock p. m.)

AFTER RECESS.

Met at 2 o'clock p m. pursuant to the taking of recess.

Carroll M. Bunting was called as a witness on behalf of the Pennsylvania Railroad Co., and being first duly sworn, testified as follows:

Direct examination:

Mr. Patterson. Mr. Bunting, you are the comptroller of the Pennsylvania Railroad and the lines east?

Mr. Bunting. I am.

Mr. Patterson. I offer you for identification a 10-year statement of the Pennsylvania system, with printed analysis accompanying the same. I show you also a memorandum to be filed by you in connection with the testimony which you are about to give. I offer both those documents in evidence.

(The 10-year statement referred to offered in evidence, was marked "Exhibit Bunting No. 1" and will be found set out in full at the close of this hearing. The memorandum referred to was marked "Exhibit Bunting No. 2" and is forwarded herewith.)

Mr. Patterson. Will you now please commence and read the memorandum filed by you?

Mr. Bunting. These statements cover all railroad corporations controlled, affiliated in interest, and operated as a part of the Pennsylvania system East and West, and therefore do not include certain roads noted upon the analysis accompanying the statements, which are not a part of the system, though the Pennsylvania Railroad system has some stock interest therein.

Of these exceptions, the Akron & Barberton Belt, Cherry Tree & Dixonville, Indianapolis Union, Tylerdale Connecting, Washington Terminal, and Zanesville Terminal companies are separate corporations, whose stock is owned jointly by companies included in the Pennsylvania system and by other companies outside the Pennsylvania system; therefore, their property and capital obligations are not included in the statements. To the extent that the Pennsylvania system is engaged in transportation over, and uses the property of, said companies, the revenues, expenses, and rentals incident to such transportation and use are included in the statements. The entire use of the property of said companies is on a joint facility or trackage right basis, and the Pennsylvania system has only dealt with its share of use. The Calumet Western, Ceneral Indiana, Monongahela, Pittsburgh, Chartiers & Youghiogheny, Toledo Terminal, and Toledo, Peoria & Western Railroad companies are separate railroad corporations whose stock is owned jointly by companies included in the Pennsylvania system and by other companies outside the system. These companies are engaged in transportation and make separate reports to the Interstate Commerce Commission.

The operations of all of the above are excluded from the statements, not only for the reasons given, but also because the Pennsylvania system in every instance owns less than a majority of the stock.

The Cornwall & Lebanon and the Susquehanna, Bloomsburg & Berwick Railroad companies have recently been acquired by the Pennsylvania system and, owing to incomplete data, their figures have been omitted. Their total operating revenues are about $600,000 per annum.

Mr. Patterson. Roughly speaking, then, of these two classes of companies which are excluded, the first are known as transportation companies, like the Washington Terminal, the Cherry Tree & Dixonville?

Mr. Bunting. Yes.

Mr. Patterson. And the second are transportation companies in which the Pennsylvania Railroad system has simply a minority interest?

Mr. Bunting. A minority or a half interest; less than a majority.

Mr. Patterson. Mr. Bunting, will you please illustrate by reference for instance to the Washington Terminal, the extent to which the traffic passing over the tracks of that company is represented in the operating or financial statistics which are included in your general statement?

Mr. Bunting. The Pennsylvania system uses the Washington Terminal jointly with other companies under lease. It takes into its revenue the entire revenue into and over the said Washington Terminal so far as its own trains are concerned, and pays for such use its proportion based on said use of the expenses and rental on four per cent of the cost of the Washington Terminal. Therefore there is included in the revenue to the system the entire revenues over the Washington Terminal and the expenses and rentals paid, but no item in the property investment account.

Mr. Patterson. Does this 10-year statement include any of the property investment account of the Erie & Western Transportation Co., which is the Lake line, owned by the Pennsylvania Railroad system?

Mr. Bunting. None at all.

Mr. Patterson. To what extent would the revenue derived from the operation of the Lake line get into the revenue of the Pennsylvania system?

Mr. Bunting. They would come in through other income as interest on bonds or dividends on stocks, if any were so held by the Pennsylvania system.

Mr. Patterson. And in no other way?

Mr. Bunting. In no other way.

Mr. Patterson. Will you please have prepared a statement covering the financial operations of the Erie & Western Transportation Co. to the extent the data are available, for as long a period as possible?

Mr. Bunting. I will.

Mr. PATTERSON. That is what you wanted, Mr. Butler, was it not?

Mr. BUTLER. Yes, in part. Will you also include the Mutual?

Mr. PATTERSON. Mr. Bunting has nothing to do with that. That will be taken up separately. We have no interest in the Mutual. I am speaking now simply of our own Lake line and your request in connection with that will be taken up at once.

Mr. BUTLER. Thank you.

Mr. PATTERSON. Generally speaking, Mr. Bunting, the operating revenues of all these companies in which the Pennsylvania Railroad has only an indirect or infinitesimal interest, amounts to what per cent? Could you give some estimates?

Mr. BUNTING. $3,700,000 a year.

Mr. PATTERSON. Now, proceed with your statement.

Mr. BUNTING. The capital obligations in the statement include only those owned by the public or by other companies outside the system, and the reason for the exclusion of intercorporate system ownerships, dividens on stock and interest on funded debt and other receipts and payments in connection therewith is a desire to deal with the question from the viewpoint of the relations between the railroad and the public and avoid duplication.

In property investment, the entire amount for each company in the system has been included as this total represents investment in the plant devoted to public use. In this way, the comparison of net operating income with property investment, and net corporate income with capital stock outstanding, is a true reflection of actual facts from such viewpoint.

RETURN ON PROPERTY INVESTMENT.

The first and one of the most important features is the property investment account, which represents the book value of the investment in road and equipment. The return on property investment shows a declining tendency since 1903 and a steady decline since 1910. Thus between 1903 and 1913 there has been an increase in property investment account of $530,750,073, and an increase in net operating income of $11,860,533, or only 2.23 per cent on the increased property investment.

Mr. PATTERSON. That is 1903–1913?

Mr. BUNTING. Yes, sir; 1903–1913.

Indeed, between the years 1910 and 1913 there was an increase of $207,186,919 in the property investment and a decrease in the net operating income of $11,485,511. In other words, the Pennsylvania system was $11,485,511 short of even receiving 1 cent additonal return on its enlarged investment. The percentage of return on property investment in 1903 was 7.49 per cent; in 1910 it was 7.41 per cent, and the average for the 10 years, 1903 to 1912, inclusive, was 6.81 per cent, while in 1913 it had fallen to 5.48 per cent.

Mr. PATTERSON. That is to say, between 1903 and 1913, the property investment account was increased $530,000,000, upon which there was a return of 2.23 per cent; that is corect?

Mr. BUNTING. That is correct.

Mr. PATTERSON. And as between 1910 and 1913 there was an increase in the property investment account of $207,000,000, and a decrease in net operating revenue in that same period of $11,000,000?

Mr. BUNTING. That is correct.

In compliance with the accounting regulations of the Interstate Commerce Commission the property investment account for the years 1910 to 1913 included all expenditures for additions and betterments made out of surplus subsequent to July 1, 1907. This account, however, does not include expenditures of this character made prior to 1907, and which in the case of the Pennsylvania system amount to $203,501,337. While it may be urged that on account of this change in accounting methods the figures are not on a comparative basis, yet when put upon a comparative basis practically the same rate of decline is shown.

An examination of the records of the Pennsylvania system back to 1887 and a restoration to the property investment of all amounts expended for additions and betterments and charged to surplus or income, show that the downward tendency in the percentage return on property investment exists in practically the same degree, for, calculated on this basis, the return on property investment in 1903 was 6.66 per cent as against 4.78 per cent in 1913.

Mr. PATTERSON. You say that going back to 1887—that is, between July 1, 1907, and 1887—the records of the company show that there were $203,000,000 put into road and equipment out of income. Can you go back prior to 1887?

Mr. BUNTING. In only a very few instances.

Mr. PATTERSON. You mean a few instances of subsidiary companies of the system?

Mr. BUNTING. Yes.

Mr. PATTERSON. Go ahead.

Mr. BUNTING. The miles of first main track owned have increased, 1903 to 1913, only 3.92 per cent, while the miles of all tracks owned have increased in the same period 23.07 per cent, indicating that the development is intensive rather than extensive.

The net corporate income per cent of capital stock was 14.07 per cent in 1903, 13.17 per cent in 1910, and 9.64 per cent in 1913, or a drop of nearly one-third between 1913 and 1903, and of over one-quarter between 1913 and 1910.

The dividends paid (per cent of all stock outstanding) were as follows: 1903, 5.62 per cent; 1910, 6.53 per cent; 1913, 5.67 per cent.

The annual surplus after payment of interest and dividends is the system's margin of safety. This has declined as follows: Per cent of total operating revenues, 1903, 12.55 per cent; 1910, 10.40 per cent; 1913, 6.39 per cent. Per cent of total capital obdigations, 1903, 3.71 per cent; 1910, 2.91 per cent; 1913, 1.99 per cent.

Mr. PATTERSON. Mr. Bunting, will you turn to this analysis, and answering in the case of the Pennsylvania the question asked by Mr. Prouty this morning (referring to p. 2, par. 3, of the analysis attached to the 10-year statement), what was the 10-year average of margin per cent of total capital obligations?

Mr. BUNTING. 2.49 per cent.

Mr. PATTERSON. In 1903 it was what?

Mr. BUNTING. 3.71 per cent.

Mr. PATTERSON. In 1910?

Mr. BUNTING. 2.91 per cent.

Mr. PATTERSON. In 1913?

Mr. BUNTING. 1.99 per cent.

Mr. PATTERSON. What did it represent in money in the year 1913?

Mr. BUNTING. For the year 1913, $24,437,000.

Mr. PATTERSON. The total capitalization for that year was what?

Mr. BUNTING. $1,231,138,000.

Mr. PATTERSON. What was the amount of interest and dividends paid during that same period?

Mr. BUNTING. $60,236,000.

Commissioner MCCHORD. Have you that same information for 1903 and 1910?

Mr. BUNTING. Yes, sir. The total capital obligations of 1903 were $789,871,000. In 1910 they were $1,198,000,000. The amount of interest in 1903 was $39,000,000. In 1910 the interest and dividends were $63,000,000. Does that answer your question?

Commissioner MCCHORD. Is that the same information which you gave for 1913?

Mr. BUNTING. Yes.

Mr. PATTERSON. Go ahead, Mr. Bunting.

Mr. BUNTING. The total capital obligations of the Pennsylvania system June 30, 1913, $1,231,138,848, show an increase of 55.87 per cent over the amount outstanding June 30, 1903, and during that same period the net corporate income has been reduced from 14.07 per cent on the capital stock outstanding to 9.64 per cent. In view, however, of the fact that in recent years there have been considerable conversions of bonds into stock, thereby necessarily reducing the rate earned on the stock, it will be of interest to see the percentage relation for these periods between the net corporate income (plus interest on funded debt) and the total capital obligations.

Mr. PATTERSON. To illustrate, take the case of a company that has $25,000 of stock and $75,000 of bonds, and a company that has $75,000 of stock and $25,000 of bonds.

Mr. BUNTING. In the former case, with 25 per cent of capital stock, total obligations, the same return would be three times as much in percentage as it would in the former.

Mr. PATTERSON. That is, the lower the capital is the greater the corresponding percentage of return is on the capital stock?

Mr. BUNTING. With exactly the same surplus.

Mr. PATTERSON. With exactly the same operating income or revenue?

Mr. BUNTING. Yes.

The net corporate income (plus interest on funded debt) per cent of total capital obligations was 8.74 per cent in 1903, 8.18 per cent in 1910, with an average for the 10 years, 1903 to 1912, of 7.44 per cent. It has fallen to 6.88 per cent in 1913, being a decrease of over one-fifth in 10 years.

It should be noted also in this connection that as these figures are made up for the years ended June 30, the total capital obligations include capital stock which was issued during the fiscal year, but which did not participate in the dividend within such years. Making the adjustment for this, the net corporate income (plus interest on funded debt), was, in 1903, 8.98 per cent; in 1910, 8.54 per cent; and in 1913, 7.12 per cent on total capital obligations.

Commissioner CLEMENTS. In these statements, what do you include under that term "capital obligation"?

Mr. BUNTING. The amount of capital stock outstanding plus the funded debt.

Commissioner CLEMENTS. It includes, then, simply all kinds of stock, common and preferred, and bonds?

Mr. BUNTING. Yes.

Mr. PATTERSON. It does not include working capital?

Mr. BUNTING. No.

Mr. BRANDEIS. Does it include no short-term notes?

Mr. BUNTING. No short-term notes.

Mr. BROWNELL. You have used the commission's classification?

Mr. BUNTING. The classification of the commission has been followed in that respect.

The increase in the percentage of stock to total capital obligations of the Pennsylvania system from 43.89 per cent in 1910 to 50.02 per cent in 1913 was due principally to the issue of stock by the Pennsylvania Railroad Co. and conversions of bonds into stock.

The operating revenues of 1913 increased $47,057,640 over 1910, but as the operating expenses increased $54,492,139 and taxes $4,079,779, there was a decrease in the net operating income of $11,485,511, notwithstanding an increase of $207,186,919 in the property investment account.

The average revenue per ton per mile decreased in this three-year period from 6.16 mills to 6.06 mills, and the average revenue per passenger per mile increased from 1.815 cents to 1.825 cents; the net result of the two being, on the 1913 traffic, equivalent to a decreased revenue of $3,828,569.

Mr. PATTERSON. That is for what period?

Mr. BUNTING. That is 1910 and 1913.

Even admitting that the decline in freight revenue per ton-mile may be partly due to a change in the character of the traffic handled, the loss in revenue of $3,828,569 remains an actual fact. The increase in expenditure is equalling an actual fact, both in dollars and when worked out as cost per traffic unit.

Mr. PATTERSON. Referring to this average revenue per ton per mile over a period beginning with 1903 and terminating with 1913, my remembrance is that prior to July 1, 1908, switching revenue and revenue from outside operations was included in statistics showing the ton-mile revenue, while subsequent to that date, under the regulations of the commission, those items to which I have referred are excluded?

Mr. BUNTING. That is right.

Mr. PATTERSON. That is correct, is it?

Mr. BUNTING. Yes.

Mr. PATTERSON. Have you made any examination to see whether the inclusion of those figures prior to 1907, or their exclusion subsequent to 1907, in any way substantially affects the result?

Mr. BUNTING. No; the restoring of them to the account since 1907 has made a very slight difference.

Mr. PATTERSON. In other words, so as to put the periods on a comparative basis?

Mr. BUNTING. Yes. Between 1910 and 1913, however, they are on an actual comparative basis.

Mr. PATTERSON. These figures of your revenue per ton per mile comprise the figures of the 40, 50, or whatever they are, companies, which are included in the Pennsylvania system, which are referred to in detail on the back of this sheet?

Mr. Bunting. They include all of those companies.

Mr. Patterson. Therefore they do not conform to the lines' east figure, as reported to the Interstate Commerce Commission, which only includes four companies?

Mr. Bunting. The only figures reported to the Interstate Commerce Commission are for each separate operating company of the Pennsylvania system. There are no figures for lines east. This is a consolidation of all the figures reported to the commission.

Mr. Patterson. Therefore they will differ from the figures, for instance, which the bureau of railway economics has taken from the reports to the commission?

Mr. Bunting. I think they will, slightly, because I do not think they have made any compilation, including the whole system.

Mr. Patterson. Now, go ahead with your statement.

Mr. Bunting. The following table shows that per million traffic units (ton-miles plus passenger-miles) the receipts were $48.68 less and the expenses were $417.34 more. The result is the profits are less by more than $500 per each million traffic units, and the Pennsylvania system handled 47,463,335,288 traffic units in 1913.

[Per million traffic units.]

	1910	1913	Increase (+) or decrease (−).
Total operating revenues	$8,106.46	$8,057.78	−$48.68
Operating expenses:			
Maintenance of way and structures	1,029.04	1,132.48	+103.44
Maintenance of equipment	1,406.65	1,537.44	+130.79
Transportation and traffic	2,837.44	3,028.79	+191.35
General	198.30	201.18	+ 2.88
Outside operations	223.76	212.64	− 11.12
Total operating expenses	5,695.19	6,112.53	+417.34
Net operating revenue	2,411.27	1,945.25	−466.02
Taxes	269.96	321.28	+ 51.32
Hire of equipment, rents, etc	27.03	22.96	− 4.07
Net operating income	2,114.28	1,60 .01	−513.27

Mr. Patterson. Then, with the exception of hire of equipment, all of the figures which show decreases are in receipts?

Mr. Bunting. Yes. Outside operations, I think, show a decreased loss, which is really an increase in revenue.

The amount of wages paid has increased about $36,000,000 during the period 1910 to 1913, approximately $15,000,000 of which is due to increased rates of pay, and this is distributed throughout all accounts, and is responsible for a portion of the increase in the maintenance of way and structures and maintenance of equipment expenses. In addition, large expenditures had to be made in these accounts for more substantial and heavier equipment, the higher standard of roadbed all through—i. e., more ties, installation of tie plates, deeper ballasting to take care of the heavier equipment and extension of, and more modern, interlocking.

Mr. Patterson. If it please the commission the details with respect to the increase of wages will all be shown separately from Mr. Bunting's testimony.

Mr. Bunting. The following table for the Pennsylvania system east shows the expenditures in the maintenance accounts per gross ton-mile, which means the lading plus the weight of the equipment:

[Per million gross ton-miles.]

	1903	1910	1913	Average, 3 years, 1911–1913.
Maintenance of way and structures	$399.09	$377.44	$387.66	$371.20
Maintenance of equipment	515.21	548.85	599.27	568.55
Transportation and traffic	1,202.83	1,062.48	1,118.20	1,134.54
Total	2,117.13	1,988.77	2,105.13	2,074.29

[Per million gross ton-miles.]

	3-year averages.		
	1903–1905	1908–1910	1911–1913
Maintenance of way and structures	$378.39	$361.75	$371.20
Maintenance of equipment	525.48	554.22	568.55
Traffic and transportation	1,208.37	1,115.98	1,134.54
Total	2,112.24	2,031.95	2,074.29

Mr. Patterson. In that connection will you turn to the 10-year statement, Bunting Exhibit No. 1, under the heading of paragraph B, expenses. Your maintenance of way and structures was what in 1903?

Mr. Bunting. In money?

Mr. Patterson. Yes.

Mr. Bunting. $29,060,000.

Mr. Patterson. In 1910?

Mr. Bunting. It was $42,500,000.

Mr. Patterson. In 1911?

Mr. Bunting. $40,900,000.

Mr. Patterson. In 1912?

Mr. Bunting. $41,685,000.

Mr. Patterson. In 1913?

Mr. Bunting. $53,750,000.

Mr. Patterson. That is, between 1910 and 1913, you have had an increase of maintenance of way expenses of $11,000,000, approximately?

Mr. Bunting. Yes.

Mr. Patterson. Give me now those same figures for maintenance of equipment.

Mr. Bunting. 1903, $37,499,000; 1910, $58,197,000; 1911, $57,700,000; 1912, $62,799,000; 1913, $72,900,000.

Mr. Patterson. Then you got an increase of $14,800,000, 1913 over 1910, in maintenance of equipment?

Mr. Bunting. That is correct.

Mr. Patterson. The gross increase, maintenance of way, and maintenance of equipment was approximately $26,000,000 during those three years?

Mr. Bunting. That is correct.

Mr. PATTERSON. That also, gentlemen, will be dealt with separately later on. Proceed, Mr. Bunting.

Mr. BUNTING. A comparison of the maintenance accounts, as between different periods, involves consideration of the weight of the equipment during those periods, and thus the average weight of all locomotives (lines east) on December 31, 1909, was 160,927 pounds, and on December 31, 1912, 169,438 pounds, an increase of 8,511 pounds.

Mr. PATTERSON. That is locomotives owned, I assume?

Mr. BUNTING. That is locomotives owned; yes.

The average weight of all passenger cars on December 31, 1909, was 67,609 pounds, and on December 31, 1912, 78,153 pounds, an increase of 10,544 pounds, and the average weight of all freight cars on December 31, 1909, was 37,603 pounds, on December 31, 1912, 38,834 pounds, an increase of 1,231 pounds.

Mr. PATTERSON. That is cars owned only?

Mr. BUNTING. That is only cars; yes.

Of the increase of $14,774,549 in maintenance of equipment expenses in 1913 over 1910, $11,521,179 was due to repairs to equipment and $1,110,221 was due to renewals and depreciation.

There has also been an increase in the average number of tons per loaded car, 1910 to 1913, of 1.02 tons, and an increase in the average daily mileage of freight cars (system east) from 25.80 to 27.35 per car.

Mr. PATTERSON. Various other statistics, Mr. Bunting, in connection with freight-car capacity and number of loaded cars per train, and so on, are contained in the bureau statements, which will be dealt with at another time.

Mr. BUNTING. Yes.

Transportation expenses are affected to a greater degree than other departments of expense by increases in wages, and they also have the added borden of the cost of hours-of-service law, the cost of extra-crew laws, and increased cost of fuel. On the other hand, transportation expenses have been kept down by the increased lading per car, the increase in the train load and the decrease in the number of pounds of fuel per thousand ton-miles, most of which, except possibly the latter, has been made possble through the additional outlay represented in property investment account.

	1903	1910	1913
Tons per loaded car-mile	21.14	24.69	25.71
Train load (tons)	436.32	523.21	582.00
Pounds of fuel consumed per 1,000 traffic ton-miles	765	732	727

Mr. PATTERSON. By the unit of use, then, the fuel consumed has decreased between those periods?

Mr. BUNTING. Yes.

Taxes have increased $4,079,779, as between 1910 and 1913, and there has been an increase in taxes per mile of first main track, per mile of all main tracks, per mile of all tracks, as well as an increase in the ratio to total operating revenue, and a still greater increase in the ratio to net operating revenue.

Mr. **Patterson.** What does the increase in taxes amount to, 1903–1913, on the Pennsylvania system? Take the three periods, 1903, 1910, and 1913, what were the taxes in those periods?

Mr. **Bunting.** The taxes in 1903 amounted to $6,700,000. In 1910 they amounted to $11,500,000, and in 1913 they amounted to $15,200,000.

Mr. **Patterson.** That is, there has been an increase of $9,000,000 in taxes in a period of 10 years?

Mr. **Bunting.** Yes.

Mr. **Patterson.** That is, it will amount now to an increase of that per year?

Mr. **Bunting.** That will be a continuing increase over 1903, of course.

The result compared with 1910 of the increase in expenses, which is greater than the increase in operating revenue, is a decline of $11,485,511 in net operating income in 1913, notwithstanding an increase of $207,186,919 in the property investment account for the same period.

Summing up the operations we have, comparing 1913 with 1910, an increase in tonnage, but a decrease in the average revenue per ton per mile, an increase in operating revenues of 14.03 per cent, an increase of 23.13 per cent in operating expenses, an increase of 36.53 per cent in taxes, and a decrease of 13.13 per cent in net operating income, with an increase of 17.56 per cent in the property investment account.

Comparison, 1913 with 1910.

[Increase plus (+); decrease minus (−).]

	Amount.	Per cent.
Property investment	+ $207,186,919	+17.56
Operating revenues	+ 47,057,640	+14.03
Operating expenses	+ 54,492,139	+23.13
Taxes	+ 4,079,779	+36.53
Net operating income	− 11,485 511	−13.13
Traffic units	+6 090 583 461	+14.72

Mr. **Patterson.** As to the figures you have just given, roughly speaking, it comes to this: $207,000,000 has gone in the development of the property, in road and equipment, the property investment account; that the traffic units during that period have increased $6,090,000,000 odd.

Mr. **Bunting.** That is right.

Mr. **Patterson.** And the net operating income is $11,000,000 less?

Mr. **Bunting.** That is correct.

During the period of 1903–1913 the total capital obligations have increased 56 per cent and the property investment account has increased 62 per cent, as against a 23 per cent increase in the mileage of all tracks owned, showing that the property investment per mile has considerably increased. The increase in the property investment account per mile is due to many things; larger and more expensive terminals and stations for both passenger and freight; elimination of curves, grades, and crossings; heavier and improved bridges, rails, ties, signals, interlocking, etc., and generally, a more substantial standard of roadbed to carry the heavier equipment, which is shown by the increase in the total tractive power of locomotives, amounting to 80 per cent, as between 1903 and 1913, and the increase in total capacity of freight cars of 62 per cent, as well as by the substitution of steel for wooden cars.

Mr. PATTERSON. Those matters, also, sir, will be dealt with in detail later on.

Mr. BUNTING. As between 1910 and 1913 the tons carried 1 mile have increased 5,436,789,223, or 14.52 per cent, and the passengers carried 1 mile increased 653,794,238, or 16.62 per cent, the total freight and passenger units carried 1 mile have increased 6,090,583,461, or 14.72 per cent.

Even if the total freight revenues of the Pennsylvania system in 1913 had been greater by 5 per cent, the return from operations upon the property investment would have been 6.42 per cent, or only about 1 per cent greater than the percentage actually realized. The return from operations even then, including 5 per cent additional, would still have been nearly $14,000,000 short of the amount necessary to give the same return upon the property as that earned in 1910, namely, 7.41 per cent.

Mr. PATTERSON. That is, if your operating revenues had been increased by 5 per cent, you would still be $14,000,000 short of getting the same return in your property investment to-day as you got in 1910?

Mr. BUNTING. Exactly.

Mr. PATTERSON. Does anybody want to ask Mr. Bunting any questions?

Cross-examination:

Mr. LYON. I have just one question. Will you turn to your page 4 and explain to me how you arrived at the figure there of $3,828,000?

Mr. BUNTING. At the bottom of page 4?

Mr. LYON. Yes.

Mr. BUNTING. By taking the difference between the average return per ton per mile in those two years and multiplying it by the tons carried 1 mile in 1913.

Mr. LYON. What does that indicate after you multiply it—that you would have earned that much more?

Mr. BUNTING. Had we gotten the same average return in 1913 as we had in 1910.

Mr. LYON. That is on the theory that the traffic was of identically the same character one year and the other?

Mr. BUNTING. No; there is no theory about it.

Mr. LYON. I did not understand it, that is all.

Mr. BUNTING. It is an actual fact. We do not know what may have caused it. It may have been a change in the character of traffic, or a longer or shorter haul. The fact is, the average receipts per ton per mile were less in 1913 than they were in 1910; therefore the revenue we received for hauling the traffic was that much less.

Mr. LYON. Does that mean if there is a decrease in your revenue per ton per mile that you may figure, when you multipy that difference by the ton-miles, that it means the Pennsylvania Railroad received that much less money in 1913, compared with the former year?

Mr. **Bunting.** It certainly does, unless their expenses are correspondingly reduced.

Mr. **Lyon.** Suppose the character of your traffic changed entirely?

Mr. **Bunting.** Then unless the expenses are reduced by the character of the traffic changing, you certainly are that much behind hand.

Mr. **Lyon.** I get your view of it, anyway. I did not understand it.

Mr. **Butler.** I want to ask you just a question. With reference to the last paragraph on page 2, have you prepared any statement which shows how much of the surplus accruing subsequently to July 1, 1907, has been charged into capital account, and how much of capital account has been represented by the sale of bonds and stocks?

Mr. **Bunting.** No; I do not think I have prepared any statement of that sort. I think it is shown on the 10-year statement, though. In other words, the amount of this property investment that has been met out of income or surplus is shown each year in the 10-year statement.

Mr. **Butler.** Is there anything to supplement that, showing what you realized from the sale of bonds or stocks subsequent to July 1.1907?

Mr. **Bunting.** No; but it could be very easily worked up.

Mr. **Patterson.** Do you want that statement worked up, Mr. Butler?

Mr. **Butler.** I was merely inquiring as to whether that information was available. It seems to me it is important. Will you also show the realization by the company on the par value of the sale?

Mr. **Patterson.** We will have that done. That is all, Mr. Bunting, unless some one has questions.

(Witness excused.)

TESTIMONY ON BEHALF OF NEW YORK CENTRAL LINES.

Mr. **Butterfield.** If the commission please, the next witness will be Mr. Wishart, the statistician of the New York Central lines. He has prepared, as did Mr. Bunting, a 10-year statement of the financial and operating results of the New York Central system, and a summary thereof, which I will ask to have marked as "Wishart Exhibit No. 1"; he has also prepared an outline of his testimony, which I will also have marked as "Wishart Exhibit No. 2."

(The 10-year statement referred to, offered in evidence, was marked "Exhibit Wishart No. 1," and will be found set out in full at the close of this hearing. The outline of testimony referred to, offered in evidence, was marked "Wishart Exhibit No. 2," and is forwarded herewith.)

William C. Wishart was called as a witness on behalf of the New York Central lines, and, being first duly sworn, testified as follows:

Direct examination:

Mr. **Butterfield.** Mr. Wishart, you are the statistician of the New York Central lines?

Mr. **Wishart.** Yes.

Mr. BUTTERFIELD. With headquarters in New York?

Mr. WISHART. Yes.

Mr. BUTTERFIELD. How long have you occupied that position?

Mr. WISHART. I was employed in March of this year.

Mr. BUTTERFIELD. This year?

Mr. WISHART. Yes.

Mr. BUTTERFIELD. What was your occupation immediately prior to that?

Mr. WISHART. Statistician of the Public Service Commission, second district, of New York.

Mr. BUTTERFIELD. The State of New York?

Mr. WISHART. Yes, sir.

Mr. BUTTERFIELD. For how long were you the statistician of the public service commission?

Mr. WISHART. About two and one-half years.

Mr. BUTTERFIELD. Prior to that what was your occupation?

Mr. WISHART. I was examiner of accounts for the Interstate Commerce Commission.

Mr. BUTTERFIELD. How long were you engaged with the Interstate Commerce Commission?

Mr. WISHART. About a year and a half.

Mr. BUTTERFIELD. I understand you have prepared the paper I referred to as Wishart Exhibit No. 1, being a 10-year statement of the financial and operating results of the New York Central system as a whole, accompanied by a summary thereof.

Mr. WISHART. Yes.

Mr. BUTTERFIELD. You have also reduced to writing an outline of your study and analysis of that?

Mr. WISHART. Yes, sir.

Mr. BUTTERFIELD. I will ask you, Mr. Wishart, to read that analysis.

Mr. WISHART. The New York Central lines, since June 30, 1910, have added $159,000,000 to the property which they devote to public use. The gross operating revenues have increased $49,000,000, net operating income has increased $3,765,590, and other income has increased slightly, and yet the whole system had in the year just closed $3,284,730 less net corporate income than in 1910. The dividends declared in 1913 were over $4,000,000 less than in 1910, notwithstanding the increase of $49,000,000 in the gross operating revenue.

In other words, since June 30, 1910, there has been added to the property investment about $1,000,000 a week, while the net corporate income in 1913 was less by about $63,000 a week than in 1910, indicating that expansion of business has caused a net loss to the stockholders.

The road has been extended less than 60 miles, and only about $16,000,000 of the amount expended has gone into the Grand Central Terminal during these three years. The money has been spent for improvements and additional facilities required to render adequate public service. And the additional facilities have been necessary to enable the road to handle the enormous increase in traffic.

In the freight service alone this increase represents the addition of 67 tons (or 14 per cent) to the load of every train, and the running of 24,711 more freight trains than in 1910. And yet there is left to show for this service $9,000 a day less than there was in 1910.

In the statement for the New York Central lines there are included the New York Central & Hudson River Railroad Co.; the Michigan Central; the Lake Shore; the Pittsburgh & Lake Erie; the Big Four; the New York, Chicago & St. Louis; the Lake Erie & Western; the Chicago, Indiana & Southern; and the Toledo & Ohio Central, and other operating companies, together with their leased and operated lines. A full list of the corporations included in the system statement is submitted with this.

Mr. Butterfield. How many corporations are there in all?

Mr. Wishart. There are 148 names occurring in this list. Of those some have been merged or consolidated within the 10 years covered by the statement. There are now about 95 or 96 corporations.

For the purpose of eliminating duplications, the figures for the corporations in the system have been combined so as to exclude all intercorporate holdings of stocks or bonds. Trackage rights between roads within the system have been eliminated from the mileage statistics. Where operating companies have come into the system during the period, figures have been taken for these companies as reported to the Interstate Commerce Commission prior to their acquisition. Where it was not possible to secure exact data for all the years of the period, the statement is made on the basis of the earliest obtainable information. Two Canadian roads, the Ottawa & New York and the Toronto, Hamilton & Buffalo, whose reports were not available, are not included. Several terminal companies in which one or more of the system companies have part interest through ownership of stock, but which are operated independently, are not included. The Grand Central Terminal and other terminals owned are included.

Mr. Butterfield. Mr. Wishart, let me interrupt you there for a moment, to ask if the figures embrased in your 10-year statement of the New York Central system are secured, as far as it was possible to secure them, from reports on file with the Interstate Commerce Commission?

Mr. Wishart. I had to depend upon those reports for the information that I obtained, largely. In one or two cases where there were small companies which did not make reports, probably in the earlier part of this period, I had to refer to the reports to the stockholders.

This consolidated statement brings out some significant facts. The first is the low average rate of return which the whole system is able to earn upon the investment in road and equipment. The highest rate for any year of the 11 reported was that of 1910, when the rate was only 5.89 per cent. The average for the first 10 years was 5.07 per cent, and for 1913 the rate was only 5.47 per cent.

This rate of return is based upon a property investment that will compare favorably with any other road of the same class in the United States. At the close of the period covered, this investment, which includes the cost of equipment, reached a total of $52,142 per mile of all tracks, or $78,740 per mile of all main tracks. These lines serve 22 of the 50 cities in the United States having a population of 100,000 or more. Located as they are in the most densely populated section of the country, it follows that the enlargement of its terminals and other track facilities, which is constantly in process, involves relatively high costs.

Another significant fact is the growth in traffic. While the average revenue per ton-mile and per passenger-mile has remained at practically the same level, passenger miles have increased 53 per cent and ton-miles 66 per cent. To take care of this growth in traffic it has been necessary to increase the investment 52 per cent. This indicates a greater utilization of capital, but capital costs a great deal more than it did in the first years of the period.

The year 1913 shows a large increase in operating revenues—18.76 per cent over 1910—but operating expenses increased 23.59 per cent, and taxes 32.28 per cent, leaving the operating income only 4.91 per cent greater than it was in 1910. This latter increase was more than absorbed by the larger expenditures classed as "other deductions" from income and by higher fixed charges, so that the net corporate income was 7.52 per cent less than 1910. During 1913 the New York Central lines increased their earnings from operations by nearly $49,000,000 over 1910, but after paying out necessary expenses they had less net corporate income than in 1910 by $3,284,730.

Instead of the added revenue since 1910 being sufficient to meet the increased expenses, the system in 1912 sustained a loss of 5.14 per cent in operating income and of 5.59 per cent in net operating income. The figures for 1911 were even lower than those for 1912. The net corporate income was 29 per cent less in 1912 than in 1910, while the amount of dividends decreased 8.79 per cent.

The year 1913 shows some improvement in respect of operating income and net operating income, both having increased over 1910 by a small percentage; but, as has just been pointed out, the increase in fixed charges more than offset the gain in these items.

TAXES.

Taxes have grown at a rate greater than either revenues or operating expenses. In 1913 they absorbed 14.4 per cent of the net operating revenue. In that year taxes required an amount equal to 64.5 per cent of the total dividend disbursements.

NET CORPORATE INCOME.

If we take the total sum of income available for payment of interest and dividends and refer it to the total amount of capital obligations outstanding, we find that the percentage of income to obligations was, in 1903, 5.39 per cent; in 1910, 6.29 per cent; and in 1913, 5.9 per cent, and but 5.35 per cent for the 10-year average. Out of this mus come not merely the interest and dividends paid, but also the surplu or margin necessary to furnish reasonable security for the continuance of these payments.

The net corporate income shows an average ratio to capital stock outstanding for the 10 years of 8.68 per cent. In 1903 it was 7.9 per cent; in 1910, 11.59 per cent; and in 1913, 11.08 per cent. Thi apparently high ratio is due entirely to the small proportion born by capital stock to total capital obligations. This proportion o stock to total capital obligations has fallen from 34.69 per cent in

1903 to 27.71 per cent in 1913, mainly by reason of elimination of stocks acquired. The average dividends paid on capital stock were 5.20 per cent in 1903, 6.35 per cent in 1910, 5.44 per cent in 1913, and an average of 5.54 per cent for the 10 years.

In the 10 years to 1913 the increase in accumulated surplus was, in round figures, $30,000,000, not enough to maintain the ratio of 6.8 per cent that the surplus had to total capital obligations outstanding in 1903, the ratio in 1913 being 6.6 per cent.

CAPITAL OBLIGATIONS AND INVESTMENT.

The capital obligations during the 10 years, 1903–1913, have increased 57.68 per cent, while the property investment has increased 52.13 per cent. That the investment per mile of all tracks owned has increased 22.58 per cent is attributable largely to the demands for terminals, electrification of urban lines, rails, bridges, signals, rolling stock, and other improvements which increase the cost per mile.

The capital obligations outstanding should be compared with the property investment account with due consideration to other investments which are not represented in the statement.

The consolidated balance sheet for 1912 shows investments other than those in subsidiary companies, having a book value of $50.790,632. In addition to this, all of these companies necessarily carry working assets, including material and supplies, the net total value of which amounts to many millions. These facts indicate that the relation of the capital obligations outstanding to the property of the corporation as shown on the statement is conservative.

The cost of conducting railway operations tends to increase constantly. This is reflected in higher wages, higher prices, and higher interest. The following computation has been made from the reports of the New York Central & Hudson River Railroad, showing the consumption of rails, the price of which has not risen within the 10 years, but has risen greatly since 1898.

Rails laid per mile of main track operated:

	Tons.
1903	6.46
1905	9.80
1907	9.80
1910	11.69
1912	12.49

The best type of passenger locomotives cost $20,770 in 1903; $25,050 in 1912.

Freight locomotives increased in cost from $19,243 to $27,350 each in the same time.

In 1903 passenger cars cost $10,860 and to-day $17,050. The new ones are steel, but carry no more passengers.

A box car cost $841 as against $872, and a coal car $779 as against $876.

In 1903 the New York Central & Hudson River Railroad was able to borrow money with which to make improvements at a rate of a little more than 3½ per cent per annum. To-day that road is paying nearly 5 per cent upon borrowed money. At this rate a new passenger car in 1903 required an annual outlay of about $400 for interest, whereas to-day the road must find nearly $850 a year for a car of the same capacity. Freight locomotives have increased 1.4 tons, or 3 per cent, in tractive power, but require an annual outlay of $1,367 for interest against $692 in 1903.

The 10-year statement shows the great increase in the plant and the traffic, the rise in expenses, taxes, and fixed charges, and that increased business brings no greater return. It does not reflect the problems immediately ahead of the management, such as finding revenues out of which to enlarge the plant to take care of the greater business, and to provide facilities of the character that the public will require.

Mr. Butterfield. Then follows this list of the corporations included in the statement.

Mr. Wishart. Yes.

Mr. Butterfield. And also a list of the corporations with which the New York Central system has some connection, which are excluded from the statement.

Mr. Wishart. Yes.

(The lists referred to are as follows:)

Battle Creek & Sturgis Railway.
Bay City & Battle Creek Railway.
Beaver & Ellwood Railroad.
Beech Creek Railroad.
Beech Creek Extension Railroad.
Benton Harbor Extension.
Boston & Albany Railroad.
Buchanan & St. Joseph River Railroad.
Buffalo Erie Basin Railroad.
Cairo, Vincennes & Chicago Railway.
Canada Southern Railway.
Canada Southern Bridge Co.
Carthage & Adirondack Railway.
Carthage, Watertown & Sackets Harbor Railroad.
Central Trunk Railroad.
Cherry Tree & Dixonville Railroad (half).
Chester & Becket Railroad.
Chicago, Indiana & Southern Railroad.[1]
Chicago, Indianapolis & St. Louis Short Line Railway.
Chicago, Kalamazoo & Saginaw Railway.[1]
Chicago & State Line Railroad.
Cincinnati, La Fayette & Chicago Railroad.
Cincinnati Northern Railroad.[1]
Cincinnati, Sandusky & Cleveland Railroad.
Cincinnati, Wabash & Michigan Railway.
Cincinnati & Southern Ohio River Railroad.
Cincinnati & Springfield Railway.
Clearfield Southern Railroad.
Cleveland, Cincinnati, Chicago & St. Louis Railway.[1]
Cleveland Short Line Railway.
Columbus, Hope & Greensburg Railroad.
Columbus, Springfield & Cincinnati Railroad.
Cornwall Bridge Co.
Danville & Indiana Harbor Railroad.
Detroit & Charlevoix Railroad.[1]
Dayton & Union Railroad.[1]
Detroit Belt Line Railroad.
Detroit, Delray & Dearborn Railroad.
Detroit, Hillsdale & Southwestern Railroad.
Detroit Manufacturers Railroad.
Detroit, Monroe & Toledo Railroad.
Detroit River Tunnel Co.
Detroit, Toledo & Milwaukee Railroad.
Dunkirk, Allegheny Valley & Pittsburgh Railroad.[1]
Detroit & Bay City Railroad.
Detroit & Chicago Railroad.
Dolgeville & Salisbury Railway.
East Chicago Belt Railroad.
Elkhart & Western Railroad.
Ellwood Connecting Railroad.
Erie & Kalamazoo Railroad.
Evansville, Mount Carmel & Northern Railway.
Fairland, Franklin & Martinsville Railroad.
Fall Brook Railway.
Fort Wayne, Cincinnati & Louisville Railroad.
Fort Wayne & Jackson Railroad.
Franklin & Clearfield Railroad.
Fulton Chain Railway.[1]
Geneva, Corning & Southern Railroad
Gouverneur & Oswegatchie Railroad.
Grand River Valley Railroad.
Harrison Branch Railroad.
Hudson River Bridge Co.
Indiana Harbor Belt Railroad.[1]
Indiana Harbor Railroad Co. of Illinois.
Indiana Harbor Railroad Co. of Indiana.
Indiana, Illinois & Iowa Railroad.
Jackson Coal Railroad.
Jackson, Lansing & Saginaw Railroad

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[1] Operating roads.

Jamestown, Franklin & Clearfield Railroad.
Jamestown & Franklin Railroad.
Jersey City & Bayonne Railroad.
Joliet & Northern Indiana Railroad.
Kalamazoo, Allegan & Grand Rapids Railroad.
Kalamazoo & South Haven Railroad.
Kalamazoo & White Pigeon Railroad.
Lake Erie, Alliance & Wheeling Railroad.[1]
Lake Erie & Pittsburgh Railway (half).[1]
Lake Erie & Western Railroad.[1]
Lake Shore & Michigan Southern Railway.[1]
Lansing Manufacturers' Railroad.
Lansing Transit Railway.
Little Falls & Dolgeville Railroad (to Apr. 13).[1]
Louisville & Jeffersonville Bridge Co.[1]
Mahoning Coal Railroad.
Mahoning & Shenango Valley Railway.
Mahoning State Line Railroad.
Mahopac Falls Railroad.
Michigan Air Line Railroad.
Michigan Central Railroad.[1]
Michigan, Midland & Canada Railroad.
Mohawk & Malone Railway.
Mount Gilead Short Line Railway.[1]
New Jersey Junction Railroad.
New Jersey Shore Line Railroad.[1]
New York Central & Hudson River Railroad.[1]
New York Central Niagara River Railroad.
New York, Chicago & St. Louis Railroad.[1]
New York & Fort Lee Railroad.
New York & Harlem Railroad.
New York & Ottawa Bridge Co.
New York & Ottawa Railway.
New York & Putnam Railroad.
Niagara Falls Branch Railroad.
North Brookfield Railroad.
Northern Central Michigan Railroad.
Northern Ohio Railway.
Oswego & Rome Railroad.
Peoria & Eastern Railway.[1]
Pine Creek Railway.
Pittsburgh, McKeesport & Youghiogheny Railroad.
Pittsburgh & Eastern Railroad.
Pittsburgh & Lake Erie Railroad.[1]
Pittsfield & North Adams Railroad.
Providence, Webster & Springfield Railroad.
Raquette Lake Railway.[1]
Rome, Watertown & Ogdensburg Railroad.
St. Clair & Western Railroad.
St. Joseph, South Bend & Southern Railroad.
St. Lawrence & Adirondack Railway.
Saline Valley Railway.
Shenango Valley Railroad.
Silver Creek & Dunkirk Railroad.
Springfield Union Depot.
Spuyten Duyvil & Port Morris Railroad.
State Line & Stony Point Railroad.
Stewart Railway.
Sturgis, Goshen & St. Louis Railway.
Swan Creek Railroad.
Syracuse, Geneva & Corning Railway.
Terminal Railroad.
Terminal Railway of Buffalo.[1]
Tivoli Hollow Railroad.
Toledo, Canada Southern & Detroit Railway.
Toledo & Ohio Central Railway.[1]
Tonawanda Island Bridge.
Troy & Greenbush Railroad Association.
Utica & Black River Railroad.
Vernon, Greensburg & Rushville Railroad.
Wallkill Valley Railroad.
Ware River Railroad.
West Shore Railroad.
White Water Railroad.
Youghiogheny Northern Railway.
Zanesville Terminal Railroad.
Zanesville & Western Railway.[1]

The following corporations are not included in the statement. They are independently operated terminals and railroads in which the New York Central lines have an interest, through ownership of a part of the stock:

TERMINAL COMPANIES.

1. Akron & Barbeton Belt Railroad, Akron, Ohio.
2. Boston Terminal Co., Boston, Mass.
3. Central Union Depot Railway Co. of Cincinnati, Cincinnati, Ohio.
4. Dayton Union Railway Co., Dayton, Ohio.
5. Detroit Terminal Railroad Co., Detroit, Mich.
6. Indianapolis Union Railway Co, Indianapolis, Ind.
7. Muncie Belt Railway Co., Muncie, Ind.
8. Terminal Railway Association of St. Louis, St. Louis, Mo.
9. Toledo Terminal Railroad Co., Toledo, Ohio.
10. Troy Union Railroad Co., Troy, N. Y.
11. Union Depot Co., Columbus, Ohio.

[1] Operating roads.

RAILROAD COMPANIES.

1. Calumet Western Railway.
2. Central Dock & Terminal Railway Co.
3. Central Indiana Railway Co.
4. Kankakee & Michigan Railway Co.
5. Kankakee & Seneca Railway Co.
6. Missouri & Illinois Bridge Belt Railroad Co.
7. Monongahela Railroad Co.
8. Ottawa & New York Railway Co.
9. Peoria & Pekin Union Railway Co.
10. Pittsburgh Chartiers & Youghiogheny Railway Co.
11. Queenstown Suspension Bridge Co.
12. Rutland Railroad Co.
13. Toronto, Hamilton & Buffalo Railway Co.

Mr. Butterfield. In the opening paragraph of the statement, Mr. Wishart, you referred to an increase in the property investment of $159,000,000.

Mr. Wishart. Yes.

Mr. Butterfield. Does that represent all the money that has gone into the property in the period covered?

Mr. Wishart. It does not.

Mr. Butterfield. In what respect does it not?

Mr. Wishart. In the last few years the companies have set up a depreciation reserve, which is deducted from the figures before being combined to make up this total. The total additions and betterments for those three years are considerably in excess of $159,000,000.

Mr. Butterfield. Are there any railroad companies included in this list attached to your statement which are not at the present time in existence?

Mr. Wishart. There are.

Mr. Butterfield. What has been done with the capital of those companies when the consolidation or merger has taken place?

Mr. Wishart. During the earlier part of this year a number of these companies were merged or consolidated with the New York Central & Hudson River Railroad Co., and in that case the cost of road and equipment as carried was reduced considerably by charging to the cost of road and equipment account of the New York Central & Hudson River Railroad Co. the cost of the company of the securities through which they acquired control.

Mr. Butterfield. I call your attention again to the statement in respect to ratio of capital stock to the total capital obligations of the entire system. What is that percentage to-day?

Mr. Wishart. 27.71 per cent.

Mr. Butterfield. That has fallen from what percentage in 1903?

Mr. Wishart. From 34.69 per cent.

Mr. Butterfield. I think that is all. You may cross-examine.

Cross-examination:

Mr. Johnson. You have spoken of certain railroad mergers, Mr. Wishart.

Mr. Wishart., Yes.

Mr. Johnson. Would it be possible for you to furnish a statement showing the capital stock of the two or more railroads merged prior to that merger, and the result after the merger had been consummated?

Mr. Wishart. Yes.

Mr. Johnson. Will you let us have such a statement?

Mr. Wishart. I can get it for you.

Mr. Johnson. In addition to that, I want to know if you can furnish similar statements to your Exhibit No. 1, applying to any one of these railroads going into this particular exhibit or statement.

Mr. Wishart. I do not get quite what you mean.

Mr. Johnson. I want to know if you can furnish a similar statement covering the same facts applicable to any one railroad as is made up in this consolidated statement. You can do that, can you not?

Mr. Wishart. You mean you would like to have a 10-year statement of some one railroad?

Mr. Johnson. Yes. Take the Pittsburgh & Lake Erie Railroad, for example.

Mr. Wishart. Yes.

Mr. Johnson. I would like to have that, too, if I may.

Mr. Wishart. That has been worked up for the New York Central, but it has not been copied in this form yet; we have not had the time.

Mr. Johnson. I would imagine you would have been compelled to have it in order to make up this consolidated statement.

Mr. Wishart. We have all the figures, certainly.

Mr. Johnson. I would like to have that one furnished, too.

Mr. Wishart. Very well.

Mr. Butler. These figures do not include the Western Transit Co. in any way, do they?

Mr. Wishart. They do not at all, because that company pays no dividends, and therefore does not come into income.

Mr. Butler. Nor your interest in the Mutual Transit Co.?

Mr. Wishart. No; that is not included.

Mr. Lyon. I understand this witness will be recalled?

Mr. Butterfield. Yes, sir.

Mr. Lyon. I have just one or two questions at this time. You made some statement, Mr. Wishart, that this $159,000,000 did not represent all the money that has gone into the New York Central lines, and spoke of depreciation. What did you mean by that?

Mr. Wishart. I mean that these are net figures after the depreciation reserve has been deducted.

Mr. Lyon. Do you mean that the depreciation does not represent additional money gone into the New York Central?

Mr. Wishart. No; I do not mean that.

Mr. Lyon. Mr. Butterfield asked you if this $159,000,000 represented all of the money that had gone into the New York Central, and you said no, that there was a depreciation account.

Mr. Wishart. I said it did not, because if the depreciation account had not been deducted—and that account has only been set up in the last two or three years—these figures would be very much larger than they are.

Mr. Lyon. I understand. Another matter I do not understand. You spoke about additions and betterments being not larger than $159,000,000.

Mr. Wishart. Yes.

Mr. Lyon. Do you mean that the reports to the commission show that the New York Central has laid aside in betterments and additions out of income——

Mr. Wishart. No.

Mr. Lyon (continuing). More than $159,000,000?

Mr. Wishart. No; I did not say that.

Mr. Lyon. I misunderstood you.

Mr. Wishart. I did not say anything about additions and betterments out of income. I said additions and betterments of these last three years were greater than $159,000,000. I did not say anything about income.

Mr. Lyon. The additions and betterments are either made from income, or they are made from capital account, are they not?

Mr. Wishart. Additions and betterments are made either from income or borrowed money; yes.

Mr. Lyon. This $159,000,000 represents additions and betterments made from borrowed money?

Mr. Wishart. I would not say that.

Mr. Lyon. I am just trying to find out what it does represent.

Mr. Wishart. The statement shows at the bottom the amount which these various roads in this system have devoted to additions and betterments out of income during these three years.

Mr. Lyon. Can you furnish a statement showing from what source the $159,000,000 was derived—or is that shown on the statement?

Mr. Wishart. I think it can be assumed to be shown on the statement.

Mr. Lyon. Of course, I have not yet had an opportunity to examine it. Do you think that will show as to whether it comes from outside capital or whether it comes from income?

Mr. Wishart. Yes.

Mr. Lyon. And the sum makes $159,000,000?

Mr. Wishart. Yes.

Mr. Butler. May I ask that the witness furnish a statement similar to this with reference to the Western Transit Co.; also with reference to the interest of his lines in the Mutual Transit Co. covering the period, say, from 1900 up to the present time?

Mr. Butterfield. We will be very glad to do it.

Mr. Butler. And the Mutual Transit Co. at Buffalo?

Mr. Butterfield. We will, if we can.

Mr. Butler. That is not included, as I understand it, in this statement.

Mr. Lyon. Mr. Butterfield, will there be available to us, or th parties upon the other side, the 10-year statement as to each of thes roads separately, which the witness says he has as to the Pittsburgh & Lake Erie road? We will want to avail ourselves of the use o some of the figures.

Mr. Butterfield. I do not know in what condition they are, bu I assume that if there is any question about any compilation that w offer that the working data can be discovered and furnished.

Mr. Lyon. It was not to question it at all. But the interests I am representing here are only concerned as to particular lines of th New York Central, and I wanted to know whether we could use th figures which you have.

Mr. Butterfield. Mr. Wishart can give you a statement of th operations of the Pittsburgh & Lake Erie, of course.

Mr. Wishart. May I say that the preparation of a report like thi involves a great deal of work, as you may easily know. If you war to know about a particular company, I would say you could refer to the reports of the Interstate Commerce Commission and obtain everything that you want.

Mr. **Lyon**. I thought you might have a similar statement for each of these individual roads.

Mr. **Wishart**. No.

Mr. **Lyon**. I do not see how you could make the compilation unless you had done so, but, of course, if you have not them, we can get the information from reports.

Mr. **Butterfield**. That seems to be all, Mr. Wishart.

(Witness excused.)

Mr. **Patterson**. I would like to recall Mr. Bunting for just a question that I overlooked.

Carroll M. Bunting resumed the stand and testified further, as follows:

Mr. **Patterson**. Mr. Bunting, I forgot to ask you when you were on the witness stand in what year does the cost of construction of the New York Terminal improvement come?

Mr. **Bunting**. In the year 1911; it was started in the year 1911.

Mr. **Patterson**. And continues up to and including the year ended June 30, 1913?

Mr. **Bunting**. Up to date.

Mr. **Patterson**. Do you carry in your mind the total cost of that improvement, the proportion of it that was paid out of capital and the proportion of it that was paid out of income?

Mr. **Bunting**. About $114,000,000, $57,000,000 of which was charged to capital and $57,000,000 of which was charged to income, of either the Pennsylvania Railroad or the Pennsylvania Co.

Mr. **Patterson**. You can, of course, check those figures up.

Mr. **Bunting**. Yes; that is just roughly.

Mr. **Lyon**. Over how long a period is that $114,000,000 spread which you say began in 1911?

Mr. **Bunting**. It is spread over three years, but the most of it is in 1911, due to the fact the company was not open for operation until 1911.

Mr. **Lyon**. Then it is all taken up in three years, the $114,000,000?

Mr. **Bunting**. Practically all in three years, there being no operation of that company prior to 1911.

Mr. **Lyon**. Then that $57,000,000 which comes from income is divided up into three years?

Mr. **Bunting**. Most of it is in 1911; there is just a trifling addition since that time.

The **Chairman**. I would like to ask you a question, Mr. Bunting, in reference to your reply to Mr. Patterson's question just now. During what years was this work on the New York terminal in progress?

Mr. **Bunting**. I think from about 1907 on; that is my recollection.

The **Chairman**. And none of the expenditures were taken into account until 1911?

Mr. **Bunting**. Not to the property-investment account. The property-investment account only represents the company in actual operation. There were no earnings prior to 1911, and therefore nothing was put into the account until 1911, the year when the Pennsylvania Terminal commenced operation.

Mr. PATTERSON. You will verify all these figures?

Mr. BUNTING. Certainly.

The CHAIRMAN. This $57,000,000 is, in substance, charged out of income during that year?

Mr. BUNTING. Oh, no; the charge to income went in from year to year as they were made by the Pennsylvania Railroad on account of its advances to the Pennsylvania Co. Terminal. You see, the advances of the Pennsylvania Railroad to the Pennsylvania Co. Terminal would not be a part of the investment of the Pennsylvania Railroad.

The CHAIRMAN. I understood you to say in answer to Mr. Lyon's question that the $57,000,000 of income was practically all taken from 1911.

Mr. BUNTING. No, sir. What I intended to say was that in the property-investment account of the Pennsylvania Co. Terminal, most all of it was put in in 1911, and some slight balances in 1912 and 1913.

Mr. LYON. There was $57,000,000 taken from income account by the Pennsylvania Railroad and put into this property?

Mr. BUNTING. Yes.

Mr. LYON. For what years does that appear in the Pennsylvania Railroad reports, if the Pennsylvania Railroad paid it out of its income?

Mr. BUNTING. In the year in which it was charged.

Mr. LYON. That is what I am trying to find out.

Mr. BUNTING. I think they started from about 1902 or 1903 to date—those income charges.

Mr. LYON. Then, as the Pennsylvania Railroad earned money in 1902 and 1903, up to 1911, and it paid that money out for the building of this station, it was charged as paid?

Mr. BUNTING. It was charged against its income. The advances made by the Pennsylvania Railroad to the Pennsylvania Co. Terminal were charged against the income of those years.

Mr. LYON. It might have been earned one year and advanced another year, but would be charged in the year in which it was advanced. Is that it?

Mr. BUNTING. Charged in the year it was advanced.

Mr. LYON. As the terminal company needed it the Pennsylvania Railroad paid it over and charged it in that year?

Mr. BUNTING. Exactly.

Mr. LYON. And the probability is it is spread over a period from 1903 to 1911?

Mr. BUNTING. I should say so; yes. I can ascertain and give you the exact years.

Mr. BRANDEIS. It appeared as a charge against income or surplus, the surplus or income of the particular year, and some of it was charged against the Pennsylvania Co., but a greater part of it was charged against the Pennsylvania Railroad.

Mr. BUNTING. That is right.

Mr. BRANDEIS. Some ten millions of it at one time?

Mr. BUNTING. Yes.

Mr. LYON. Does this $114,000,000 include the cost of the tunnel?

Mr. BUNTING. Oh, yes; that is, the tunnel and the line over to the Manhattan transfer and through to Long Island.

(Witness excused.)

GEORGE M. SHRIVER, heretofore sworn, was called as a witness in behalf of the Baltimore & Ohio system and testified as follows:

Direct examination:

Mr. BOND. If the commission please, there are two Baltimore & Ohio statements for this 10-year or 11-year period. One is the system statement, which includes not only the Baltimore & Ohio system as reporting to the commission, but it includes the two Staten Island railroads. The other is a statement which covers only the Baltimore & Ohio lines, reporting to the commission under the title of "Baltimore & Ohio Railroad Co."

The reason for having the second statement is that the figures in that statement exactly correspond to the reports to this commission, and it is only with regard to this mileage of road that our detailed operating figures, and so forth, are kept, the companies on Staten Island being in the nature of terminals and being separately operated.

The difference, as I shall show by Mr. Shriver, is so small, by leaving those companies out, in the matter of investment account and mileage, that it was thought to be a pity to spoil the direct comparison which could be made with the reports to the commission if we filed a statement confined to the Baltimore & Ohio Railroad Co., and we therefore decided to file this separate statement.

In identifying the statements, Mr. Shriver having been on the stand to prove tables prepared for all the lines, and for the three systems combined, I have designated the tables relating particularly to the Baltimore & Ohio Railroad Co. by the name of "Baltimore & Ohio Railroad Co.," because Mr. Shriver's name is not available as an identification, he being a witness in several different capacities.

(The 10-year statement referred to as the Baltimore & Ohio Railroad exhibit, entitled "Exhibit by railroads, vol. 5," offered in evidence, was marked "Exhibit Baltimore & Ohio, No. 1," and will be found set out in full at the end of this hearing.)

Mr. BOND. We also present a statement, which will be made by Mr. Shriver in explanation and elaboration of the data in this first exhibit.

(The statement referred to, offered in evidence, was marked "Exhibit Baltimore & Ohio, No. 2," and is forwarded herewith.)

Mr. BOND. I will ask you, Mr. Shriver, to proceed with your statement in explanation of these data which we present.

Mr. SHRIVER. The statement of the Baltimore & Ohio system, which has been filed and is incorporated in volume 5, includes the lines in the system as a whole; that is, all those now reported by the Baltimore & Ohio Railroad Co. direct to the commission, and the Staten Island Rapid Transit Railway Co. and the Staten Island Railway Co., both of which make separate reports to the commission. Also some jointly owned lines, chiefly terminal companies, such as the Washington Terminal Co., in which they have a general interest, are not included in the statement.

The CHAIRMAN. Does this include the Baltimore & Ohio Southwestern?

Mr. SHRIVER. Yes, sir.

The CHAIRMAN. And the Cincinnati, Hamilton & Dayton?

Mr. SHRIVER. No, sir. The Cincinnati, Hamilton & Dayton is not a part of the Baltimore & Ohio system. It is a separately operated and reporting road.

Intercorporate ownerships, and dividends on stock and interest on funded debt paid and received through such intercorporate holdings, have been eliminated. The figures shown, therefore, in all cases are the results after such elimination. Adjustments have been made as noted on the statements of operation and income accounts for the purpose of proper comparison. Those are such changes as have been referred to heretofore.

Revenue and expenses of outside operations since 1908 have been distributed to the respective revenue and expense accounts to afford comparison with the periods prior to that year.

The lines now making separate reports to the commission, the Staten Island Rapid Transit Railway and the Staten Island Railway Co., have together a property-investment account aggregating $6,426,000 and total operating revenue of $1,494,000.

As explained by Mr. Bond, the detail figures of operation were not in such shape that they could be well combined, so that the general references I make here are simply to the Baltimore & Ohio Railroad Co. property.

Similar statements and summaries for the Baltimore & Ohio Railroad Co., corresponding to the reports made by that company to the commission and compiled along the same general lines as the system statements, are now filed.

The statements cover a period of 11 years, from 1903 to 1913, inclusive. They are the same as the other statements, and I will not trouble you to repeat them.

The roads which, since 1909, have been included in the reports to the commission by the Baltimore & Ohio Railroad Co., and which made separate reports prior to that date, are: The Valley Railroad Co. of Virginia; Cleveland Terminal & Valley Railroad Co.; Cleveland, Lorain & Wheeling Railway Co.; Ohio & Little Kanawha Railroad Co.; Ravenswood, Spencer & Glenville Railway Co.; and the Ripley & Mill Creek Valley Railroad Co., which last-named railroad stopped making reports, I believe, in 1903.

The Baltimore & Ohio Railroad Co. has acquired practically all the outstanding stock and assumed all the outstanding bonds of the corporations whose lines make up the mileage shown in the statement.

Since 1909 they have all been included in the Baltimore & Ohio Co.'s operations, and so reported to the commission. In making up the 11-year statements on a comparative basis, therefore, these lines were included as of 1903 and subsequent years on the basis of their final cost to the Baltimore & Ohio Railroad Co.

In case I. C. C. 3400 this company did not make it sufficiently clear, and there was apparently some misunderstanding as to basis of its "property-investment" account. Therefore there is filed as a Baltimore & Ohio Railroad Co. Exhibit No. 2 a statement showing how the "property investment" is compiled.

Mr. Bond. The commission in I. C. C. 3400 stated "that the system is made up of a great number of small properties constructed as independent lines, and according to our understanding the cost of construction, as shown by the books of the Baltimore & Ohio Railroad Co., is simply the aggregate shown by the books of these subsidiary companies, and, under the circumstances, could hardly represent the actual facts."

Will you not state if that is a correct statement or misunderstanding of the facts as to the books?

Mr. Shriver. The property-investment account of the Baltimore & Ohio Railroad Co. is built up of the cost of the old original Baltimore & Ohio Railroad; that is, its construction account and real estate accounts. As these subsidiary lines were acquired and went into the Baltimore & Ohio system they were taken into the property-investment account of the company at the cost to the company of acquiring the stocks and bonds representing those properties. Is that in answer to your question?

Mr. Bond. Will you point out this Table No. 2 that you speak of?

Mr. Shriver. It is filed and marked "Exhibit No. 2." The statement shows the increase of property investment for 1913 over 1903 to be, in round thousands, $115,184,000, and the increase in 1913 over 1910, $56,016,000. The property investment per mile of road, which in 1903 was $92,472, in 1913 was $118,091; for all tracks it was $53,779 and $59,545, respectively. It also shows that practically the entire increase in "property investment" in this period is due to new construction and additions to equipment.

Mr. Bond. Will you point out on this table how those items divide? That is, how much of it is equipment and how much of it is new construction?

Mr. Shriver. Table No. 2 shows that for the year 1904, for instance, the total expenditures for cost of road were $8,500,000; for equipment, $1,200,000; for miscellaneous account, which was chiefly real estate at that period, $1,600,000, a total of $11,381,000. For 1913, cost of road, additions to property through construction, $10,[illegible]0,000; equipment, $4,688,000; miscellaneous, $35,000, a total of $15,000,000 in that year. The total of each are the aggregate figures to which I have referred.

Mr. Bond. Those totals are shown for each year, beginning with 1903 to 1913, and including 1913.

Mr. Shriver. That is right.

In the 10 years between 1903 and 1913 the total miles of track owned increased 1,210 miles. Of this, 363 was main track, but only [illegible]2 miles was first main track, showing that there was practically no extension of lines, but a very considerable addition to the track facilities in the territory immediately served by the company's lines.

There was an increase in total tractive power of locomotives in 1913 over 1903 of 66.74 per cent, and over 1910 of 22.42 per cent, and in total capacity of freight cars (tons), 1913 over 1903, 30.13 per cent, and in 1913 over 1910, 19.22 per cent.

Statement is filed, marked "Baltimore & Ohio Railroad Co. No. 3," showing construction expenditures from 1910 to 1913 by account.

Mr. Bond. From this memorandum I see that you intended to file statements showing equipment separate from construction, one marked "No. 3" and the other marked "No. 3–A."

Mr. **Shriver.** By some oversight the equipment statement did no get into this particular binding, but will be filed later.

Mr. **Bond.** No. 3–A shows in some detail for what purposes th Baltimore & Ohio Railroad Co. spent in the years 1911, 1912, an 1913, $36,400,000, which went into their property-investment account It is a short statement. Will you not read just what those purpose were?

Mr. **Shriver.** Purchase of property, $5,353,139.67; widening cut and fills and protecting banks, $362,915.89; grade reductions an changes of line, $4,282,512.84; bridges, trestles, and culverts, $1,093,287.06; additional main tracks, $8,732,106.08; sidings and spur tracks $3,252,179.83; terminal yards, $3,493,120.32; elimination of grad crossings, $1,554,287.85; block signals and interlocking apparatus $728,838.49; telephone and telegraph lines, $201,103.59; station buildings and fixtures, $1,803,046.24; shops, engine houses, and turntables $1,221,708.69; machinery and tools, $362,706.73; water and fuel stations, $822,904.31; grain elevators and storage warehouses, $197,541.68; docks and wharves, $990,030.22; and various miscellaneou items amounting to about $2,000,000, making a total of $36,453,088.76

Mr. **Bond.** And the difference between that total and the total yo have given of $56,000,000 represents equipment, does it not?

Mr. **Shriver.** It represents additional equipment less the depreciation charge in that particular year.

Included in the particular items showing growth of expenditures we have elimination of grade crossings, $1,554,000; we have block signals and interlocking, $729,000; improved station facilities. $1,803,000; increased weight of rail, $423,000; and increased weight of bridges, $1,227,000.

I mention these items again separately as being items which do not give a direct return, you might say, on the money invested, but contribute to better conditions, better tracks, and better operating facilities generally.

The service rendered shows the following increases:

Tons carried 1 mile, 1913 over 1903, 55.37 per cent, and 1913 over 1910, 19.03 per cent; passengers carried 1 mile in 1913 over 1903, an increase of 23.31 per cent, and 1913 over 1910, 5.47 per cent.

In the period 1903 to 1913 total operating revenues grew from $68,178,000 to $103,329,000, the earnings for the year 1913 being greatest in the history of the company, and an increase of 51.56 per cent over 1903 and 14.60 per cent over 1910.

The net operating income which in 1903 was $24,266,000 and in 1910 $23,999,000, in 1913 was only $23,247,000. While property investment in 1913 increased $115,184,000 over 1903, and the business handled, as reflected in operating revenues, increased $35,151,000, the net operating income decreased $1,019,000. Comparing 1913 with 1910, while the property investment increased $56,016,000 and the operating revenue increased $13,166,000, the net operating income decreased $751,000. In other words, comparing 1913 with 1903, after increasing property investment 28.66 per cent and increasing gross business 51.56 per cent, there was actually not only no return on the new investment but an absolute shrinkage of income of over $1,000,000 compared with what it was at the beginning of the period.

The decreasing return on property investment is clearly shown in the item "per cent of return on property investment." This, which in 1903 was 6.04 per cent, reached the point of highest return in 1906, when it was 6.24 per cent; in 1910 was 5.20 per cent; and in 1913, 4.50 per cent. For the first period of five years, to 1907, inclusive, the per cent on property investment was 5.80 per cent, but in the second five-year period, to 1912, inclusive, it had fallen to 4.69 per cent. Compared with the average of 5.22 per cent for the 10-year period, the three years, 1911, 1912, and 1913, combined, show an average return of 4.57 per cent.

The total capital obligations of the company, which at June 30, 1903, were $431,018,000, at June 30, 1913, were $569,700,000. These capital obligations represent investments: (*a*) Property investment, $517,000,000; (*b*) working asset in excess of working liabilities, $9,000,000; (c) other investments (which in 1913 had a return of 5 per cent), $82,000,000; or a total of $608,000,000.

Mr. BOND. That statement shows that there is an excess of investment property over capital liabilities of how much? Of $40,000,000, does it not?

Mr. SHRIVER. About $40,000,000.

Mr. BOND. I intended to ask you a question in connection with your other statement as to property invested. You say it was not built up by putting in the property investments of constituent companies and adding them to the cost of road of the old Baltimore & Ohio, but those roads were taken in at actual cost to the Baltimore & Ohio. Can you state roughly what difference that made in the cost of road account compared with what that account would have been if the securities of these companies had been taken in at par, which is the same thing, as I understand it, as being taken into the cost of the road.

Mr. SHRIVER. I do not think the last would necessarily follow. As I understand your question, it is whether the cost of these properties, as represented in the Baltimore & Ohio property-investment account, is more or less than the aggregate of the par of the stocks and bonds of those companies which were acquired?

Mr. BOND. Yes.

Mr. SHRIVER. I do not happen to have that figure, but I know it is less; that is, it has decreased the par value at least $80,000,000, and I am not certain but what it would amount to as much as $100,000,000. These properties are in the Baltimore & Ohio account at from $80,000,000 to $100,000,000 less than the total par value of these subsidiary company stocks and bonds that were outstanding before the Baltimore & Ohio Railroad Co. acquired them.

The CHAIRMAN. You would not want to imply by your answer that the par value of those stocks and bonds fairly represented the cost of construction of those roads?

Mr. SHRIVER. I did not so intend, Mr. Commissioner.

Mr. BOND. I wanted to make it clear that that error had not crept into this account.

Commissioner MEYER. That still leaves open the question of what the Baltimore & Ohio actually paid for the value of the property acquired.

Mr. SHRIVER. Well, it was the market value at the time we acquired it.

Mr. JOHNSON. Does not that open up another question as to what amount of actual money the Baltimore & Ohio received for those securities when issued?

Mr. BOND. We are talking about the securities of the subsidiary lines which were acquired by the Baltimore & Ohio and not what the Baltimore & Ohio Railroad issued itself.

Mr. JOHNSON. The same thing would apply. What was actually received at the time they were issued?

Mr. BOND. I did not mean to open up a general financial discussion, but I wanted to point out that the particular error which the commission assumed from our failure of proof in 1910 had gotten into our accounts, that that particular error had at any rate not gotten in here. That is the only point to it.

Mr. SHRIVER. The net corporate income plus interest on funded debt—that is, the fund available for interest and dividends on existing capital and as a margin for the basis of credit—was in 1903 equal to 5.70 per cent; in 1910, 5.12 per cent; and in 1913, 4.78 per cent. For the 5-year period to 1907, inclusive, it was 5.65 per cent, and for the second 5-year period to 1912, inclusive, 4.81 per cent. Compared with the 10-year average of 5.21 per cent, the return in 1913 was only 4.78 per cent.

The decreased return on property investment and on total obligations is shown to be due chiefly to the increasing cost of operation. The operating revenues and expenses are shown in the second statement submitted, entitled "Operating revenues, expenses, and taxes."

The total operating revenue (including outside operations) in 1903 was $68,178,000; in 1913, $103,330,000. The increase in revenue in 1913 over 1903 was 51.56 per cent, and that in operating expenses 83.03 per cent.

The ratio of expenses to total operating revenue shows a tendency upward which has been particularly noticeable since 1910. This ratio, which in 1903 was 61.25 per cent and in 1910 70.09 per cent, in 1913 was 73.96 per cent. The 5-year average to 1907, inclusive, was 65.27 per cent, and the 5-year average to 1912, inclusive, was 71 per cent. Taxes in 1913, at $3,113,000, show an increase of $643,000, or 26.05 per cent over 1910, and 129.89 per cent over 1903.

When taxes are included the ratio of total operating expenses to operating revenues is found to be as follows: 1903, 63.24 per cent; 1910, 72.83 per cent; 1913, 76.97 per cent.

Comparing 1913 with 1903, total operating expenses increased $34,671,000. This increase was distributed as follows:

Maintenance of way	$7,560,000
Maintenance of equipment	9,734,000
Transportation	16,189,000
General and traffic	1,242,000

Such a wide difference on practically the same miles of road indicates not only greatly increased costs but also enlarged facilities, as well as higher standards now required both in maintenance and transportation.

Comparing 1913 with 1910, total operating expenses increased $13,232,000. This increase was distributed as follows:

Maintenance of way	$2,215,000
Maintenance of equipment	2,136,000
Transportation	8,119,000
General and traffic	762,000

General and traffic expenses combined increased in 1913 over 1910 $762,000, and absorbed of the operating revenue 4.23 per cent and 4 per cent in the respective years; total maintenance expenses increased $4,351,000 and consumed 31.70 per cent of the operating revenue in 1913 and 31.51 per cent in 1910, and transportation expenses increased $8,119,000, taking 38.04 per cent of the operating revenue in 1913, and 34.60 per cent in 1910. The increase in business, as reflected in the increase of 14.60 per cent in operating revenues, accounts for a large part of the increase in total operating expenses.

The ratio is affected also by decrease in gross revenues, due to decrease in rates. It is estimated that, owing to reductions in rates and changes in classification, this company's revenues have been reduced in the fiscal year 1913 by not less than $900,000.

The statement filed, marked "Baltimore & Ohio Railroad Co. No. 4," shows the basis of this estimate, which is the result of a thorough examination of the waybills for the entire month of October, 1912; February, 1913; and August, 1913; and checking same against the tariffs in effect for the corresponding months of 1910.

Mr. Bond. Will you not turn to that table and state what the table shows in a little more detail?

Mr. Shriver. Take the month of October, 1912, compared with October, 1909. This shows, for instance, on 707,000,000 pounds that changes in classification caused reduction in revenues of $91,000.

On the 223,000,000 tons the revenue increased, due to changes in classification, $20,000, or a net decrease in revenue due to changes in classification of $71,000. Including the coal for that period, the revenue decreased $139,000, and increased, due to change in rates on fuel coal, $37,000, or a net decrease for the month of $102,000.

Mr. Bond. Without going into detail, these figures are worked out by classes of traffic, are they?

Mr. Shriver. Classes of traffic and specific commodities where those are notably changed.

Mr. Bond. By the examination of every waybill for the month involved.

Mr. Shriver. Every waybill had to be actually handled. A great many of them did not need any particular check. In the merchandise alone, I think, it involved the handling of 500,000 to 550,000 waybills in a given month, and for the three months it amounted to over 1,500,000 waybills handled. This specific increase and decrease being ascertained in particular commodities, they were reduced to the percentage of decrease on the entire merchandise traffic and that percentage applied for the merchandise traffic of the year to get an estimate for the effect on the entire year.

Mr. Bond. The percentage was applied to the merchandise traffic figures for the year and not simply multiplied by months.

Mr. Shriver. No, sir. It was ascertained, for instance, that in October, 1912, the percentage of decrease on the entire merchandise revenue of that month was 1.51 per cent; for February, 1913, 1.43 per cent; and in August, 1913, 1.65 per cent. The average was ascertained to be 1.53 per cent, which was applied on the merchandise traffic for the entire year.

Mr. Bond. To make up your estimate of $900,000.

Mr. **Shriver**. That makes up an estimate of actually $957,000.

Such increase in expenses as may not be so accounted for is, in a general way, indicated in the increased ratio which operating expenses bear to gross revenues. The increase of 3.87 in ratio, 191 over 1910, equals $13,232,000. Some of the factors contributing t these increased expenses are:

Increase in wages, 1913 over 1910, due to increased rates of pay and changes in working conditions	$4,000,00
Increase in cost of locomotive fuel, due to increase of price	448,00
Increase in cost of crossties, due to increase of price	183,00
Increase due to various legislative acts	293,00

Mr. **Bond**. You have stated that you filed tables showing thos matters. Will you not take table marked No. 5, which is the on showing increase of wage payment due to increased rates of pa and changes in working conditions, and state how that was prepared?

Mr. **Shriver**. This estimate is the result of having the actual tim slips for a month, and the rates in effect prior to 1910 applied to th business or work done in 1913, or whichever year was being figured thereby ascertaining the percentage of increase of rates of pay t each class of labor, and that percentage was applied on that particular class of work for the year. The exact method of getting a these figures and how they were worked out will be submitted i detail at a later period.

Mr. **Bond**. Will you not read the total increase by years as show by this table No. 5?

Mr. **Shriver**. The statement shows that in the year 1910, in whic the increased rates of pay were in effect for only about three months that the increased rates of pay in that year were $689,000. For th year 1911 the increased rates of pay increased the charges t $2,758,000.

Commissioner **Harlan**. What does that mean? An increase ove the year 1910?

Mr. **Shriver**. No. That is the total for the rates which were i effect for 1909. For instance, if those rates were in effect in 1911 it meant an increase of $2,758,000.

In 1912 the increase was $3,248,000. In 1913 the rates of pay a compared with 1909 occasioned an increased charge of $4,758,000 As $689,000 of that increase had been realized in 1910, it makes a increase in expenses due to increased rates of pay in 1913 as compared with 1910 of $4,069,000.

Mr. **Bond**. I understood you to testify that these figures are base on the checking of the actual time slips by the timekeepers.

Mr. **Shriver**. And an absolute reworking of the time, as if th men were to be paid on the revised basis.

Mr. **Bond**. And the percentage so ascertained was not applied t the pay roll generally, but to that particular item of expense on th pay roll.

Mr. **Shriver**. That particular class of work.

The statement regarding fuel consumption shows that the tota cost of fuel, 1913, compared with 1910, increased $898,000, abou one-half of the increase being due to increased price, the other to increased consumption.

The table also shows that in freight service the consumption per 100 ton-miles in 1913, compared with 1910, decreased 9 per cent, the cost per 100 ton-miles being identically the same in both years, the decreased consumption entirely overcoming the increase in price.

A statement is also filed marked "Baltimore & Ohio Railroad Co., No. 8," illustrating some of the features of operation for the years 1909 to 1913, inclusive. This statement shows that while the total tons 1 mile increased 18.60 per cent, 1913 over 1910, the freight-train miles decreased 15 per cent.

Coincident with the decrease in train-miles, the average trainload of revenue freight, which was 442 tons in 1910, rose to 619 tons in 1913, or an increase of 40 per cent.

The average number of loaded cars per train increased 26.4 per cent. The average miles per car per day decreased 11 per cent.

The tons per loaded-car mile in 1910 was 24.1 tons, and in 1913 26.7 tons.

The average capacity of freight cars increased 10.8 per cent, and the average load per loaded car, including company's freight, increased 10.8 per cent.

The effect on the Baltimore & Ohio Railroad Co.'s income for 1913 of the changes which have come about since 1910 might be summarized as follows. I might add that these figures do not cover all the points that have caused increases, but simply some of the dominant ones.

By reason of reduction in rates revenues have been decreased (which has the effect of a charge against income) $900,000.

Expenses were added to by—

Increase in wages	$4,000,000
Increase in price of ties	183,000
Increase in price of fuel	488,000
Increase due to various legislative enactments	293,000
Increase in taxes	643,000
Total expenses and taxes	6,467,000

The increase of $56,016,000 in property investment calls for an average interest charge of something over, but, say, 5 per cent per annum, $2,800,000, a total of $9,267,000; that is to say, these various factors that were not operative in 1910 caused an increase in the cost of doing business in 1913, including charges for additional facilities, of $9,267,000.

Commissioner CLEMENTS. What is that item about legislation, or expenses incident to legislation?

Mr. SHRIVER. It is $293,000. I will give you some of the items that occasioned that.

Mr. BOND. That is shown on Table No. 7.

Mr. SHRIVER. For instance, the boiler-inspection law occasioned an increased expense of $123,000, due to additional clerks necessary to keep the records of boiler inspections, and so forth. The safety-appliance law—that is, for the application of additional safety devices—occasioned an expense of $93,000. The semimonthly payment of wages, which has gone into effect recently, occasioned an increased expense of $77,000.

Commissioner CLEMENTS. The two larger items, one being incident to boiler inspection—how much is that item?

Mr. **Shriver.** That is $123,000, and the safety-appliance law is $93,000.

Commissioner **Clements.** That means the application of safety appliances to the equipment required by law.

Mr. **Shriver.** Yes.

Mr. **Patterson.** Does that include the standardization of equipment under the act of Congress?

Mr. **Shriver.** All expenses of that character, additions and betterments incidental to the work, and so forth.

Commissioner **Prouty.** What are the other items making up that $293,000?

Mr. **Shriver.** One is the semimonthly pay-roll proposition of $77,000, simply actual additional employees that we have to put on to handle the pay rolls twice a month instead of once a month.

Commissioner **Clements.** Is that required by law?

Mr. **Shriver.** Yes, sir; in certain States. There is a statute in Ohio and in one of the other States, and we applied it over our whole system, so as to make it uniform for the men all over the system.

Referring again to this figure of $9,267,000. The surplus at June 30, 1910, after paying interest and dividends, was $4,773,000. The surplus at the end of 1913 was $1,906,000, making a reduction in surplus—that is, the amount that had to be contributed from surplus toward this increased expense of $9,000,000—of $2,867,000, showing that with improved facilities, increased supervision, and consequent increase in trainload, carload, and so forth, there has been overcome in the operation of the road for the year 1913 increased expenses and charges approximating $6,400,000.

Mr. **Bond.** How long have you been in the Baltimore & Ohio service?

Mr. **Shriver.** Something over 25 years, I believe.

Mr. **Bond.** In what capacities?

Mr. **Shriver.** Various clerical capacities; several years as assistant to the president, and about two years as second vice president.

Mr. **Bond.** You have been in the president's office either as secretary or chief clerk ever since 1896, have you not?

Mr. **Shriver.** Yes; or, rather, as a matter of fact, since 1889.

Mr. **Bond.** As part of your duties in the president's office, and since you became second vice president, have you not had constantly to endeavor to ascertain from the accounts the reasons for increases and decreases of expenses?

Mr. **Shriver.** The increase of expenses has been a very serious matter for consideration there.

Mr. **Bond.** How much can you find out from accounts?

Mr. **Shriver.** Well, they reflect tendencies, I think. You mean the general accounts of expenses?

Mr. **Bond.** Yes. Is it not a fact that about all you can hope to get is to find out where to look for a cause.

Mr. **Shriver.** We have a detailed expense account, which shows items of increase or decrease in each item of expense, but that, of course, does not show why it happened.

Mr. **Bond.** It only shows how it happened?

Mr. **Shriver.** No; it only shows how much it happened.

Mr. Bond. And that is the reason that you can only state that certain expenses and certain items appear to have operated to cause expense. As a matter of fact, that might be due to a decrease in expense in some other item?

Mr. Shriver. Yes; practically so. The total increase in expense would not indicate particularly whether a certain item had increased or decreased.

Mr. Bond. Taking comparative expense accounts for two successive years, how would you, in the light of your experience and in the discharge of your duty to find out things, go about finding out the reason for the increase of expense, say, between 1910 and 1913?

Mr. Shriver. The first items that we get from our accounting department are the gross earnings and the gross expenses, which would reflect whether the expenses had increased or decreased. The increase in ratio that the operating expenses would bear to gross earnings would at once suggest and reflect whether the expenses were growing out of harmony with the increase in business or decrease in business. That would simply be a point to call attention. If you found the ratio had increased, you would not know what had occasioned that increase in ratio of expense.

Mr. Bond. That is to say, before you can make the accounts of two years comparable you must eliminate the element of increased business as a cause and get that out of the way. Is that is?

Mr. Shriver. That is the first proposition, and the increased ratio will indicate that.

Mr. Bond. How far, in your experience, is the measure of gross revenue the best measure?

Mr. Shriver. Of course, it is only an indicative measure. Having found that the increased ratio is out of harmony with the increased expenses, you would want to know something more about it, first, as to what particular items had increased. You would have to follow that out and finally analyze it, as we have done on these pay rolls, to find out exactly what has occasioned it, outside of the increase in business.

Mr. Bond. Have you made a comparison of the years 1910 and 1913 as you would make it in the ordinary course of business with a view to seeing what the accounts show as to causes of increase?

Mr. Shriver. I have our regular rough analysis of the increases in that particular period, which is used as the basis for further inquiry.

For instance, for the year 1913 over 1910 it is ascertained that the gross operating revenue increased $12,000,000, or 14 per cent. Finding that the increased ratio of expenses is out of harmony with the increased revenue, we naturally look to other elements to see what it is. We find that the freight-train revenue increased 15 per cent and the revenue tons one mile increased 19 per cent, which is incident to some slight decrease in the receipts per ton per mile.

Take the subaccount and we find that general expenses have increased 0.21 per cent. The total increase in amount was 453,718. This possibly indicates that the increase in expenses is out of line with the increased business to the extent of $216,000. We ascertained the various details that have occasioned that, including the increased rate of pay of clerks and attendants, $107,000. Under traffic expense we find that there is a decrease, compared to the growth of business according to the ratio, of $106,000. There is an increase due to outside agencies of $142,000.

In maintenance-of-way expenses the actual increase is $2,358,210 the ratio indicating that the increase is out of harmony with the increase in earnings of $685,000. We find that the increased rates of pay amounts to $569,000; the increase directly allocated to flood expense is $518,000; the increased price of ties, $183,000; and the increased price of rail, $114,000. There is also an item of maintenance of additional interlocking and automatic signals put in during that period of $53,000, making a total of $1,439,000.

The Chairman. We will take a recess at this point until 10 o'clock to-morrow morning.

(Whereupon, at 4.30 o'clock p. m., on the 24th day of November, 1913, a recess was taken until to-morrow, Tuesday, November 25, 1913, at 10 o'clock a. m.)

WASHINGTON, D. C., NOVEMBER 25, 1913.

SECOND DAY.

The commission met, pursuant to adjournment, at 10 o'clock a. m.

Present: Commissioners Clark (chairman), Clements, Harlan, McChord, and Meyer.

Additional Appearances.

Messrs. Wade H. Ellis and Challin B. Ellis, representing the Pittsburgh Steel Co. and Wheeling Steel & Iron Co.

Mr. W. H. Wadham, representing the New York Produce Exchange.

Mr. T. S. Darant, representing the Norfolk & Western Railway.

Proceedings.

The Chairman. We will proceed, gentlemen.

Mr. Cowles. I would like to have an opportunity to ask our railway friends to give us certain statistics, if I may do so.

The Chairman. You may state what it is you would like to have, Mr. Cowles.

Mr. Cowles. I would like to have the railway counsel give us statistics——

The Chairman. Have you entered your appearance, Mr. Cowles?

Mr. Cowles. Yes, sir.

The Chairman. Whom do you represent?

Mr. Cowles. The general public.

The Chairman. Do you represent the general public by your own appointment?

Mr. Cowles. I was secretary of the Postal Progress League for a number of years. Some of the members of the league do not stand by me in the course I am taking. For all these years my object has been to dissolve this railroad combination, and I think I am representing to-day the majority of the taxpayers in this country.

I would like to have railway counsel give us statistics as to the cost for the past three years of their present system of making out the tariff sheets (value of the service) of their respective lines; the (cost) collection of bills under their system, and the losses connected therewith. Also the legal expenses connected with the prosecution of shippers for the misclassification. Also a comparison as to the possible saving from the adoption of a system of prepaid rates, regardless of distance and the character of the matter transported.

I would also like to have them give us statistics as to the amount of their less-than-carload and carload traffic, and as to the possible saving in cost by the substitution of the mechanical appliances for hand power in the loading and unloading of both less-than-carload and carload freight.

My reason for doing that is this: The mechanical engineer——

The CHAIRMAN. We can not hear you argue on this matter, Mr. Cowles.

Mr. COWLES. I would also like to have them supply estimates as to the possible benefit that would accrue to the railroads and the public from having the entire collection and delivery business, together with the station, with the station business handled by a single authority.

We would also like to have estimates as to the effects that would follow a general combination of the entire business of public transportation.

The CHAIRMAN. Is that all that you wish?

Mr. COWLES. Yes.

The CHAIRMAN. The commission will take your request under advisement and determine whether it is proper to demand this information from the railroads.

Mr. COWLES. I would like to have the opportunity of making a statement before adjournment.

Mr. WADHAM. I would like to have the record show my appearance for the New York Produce Exchange.

Mr. BUTLER. Mr. Chairman and members of the commission, in compliance with the wishes of many of his friends and in response to the impulses of my heart, I rise to pay tribute, feeble though it must be, to the divine spirit that until a few days ago was with us in a human body and is now passed on forever.

John H. Marble was a man among men. He was none the less strong because his manner was mild. He was none the less determined because his disposition was sweet, his heart kindly and gentle. His ideals were high, but not too high for attainment; and as he made them real, they served as the bases of ideals even more lofty, yet from his new eminence not less attainable.

Possessing all the quickening and enlightening qualities of mind and heart that gave him a conscience as keen as it was clear, he was true to every suggestion of right and duty—true to himself, his friends, his family, his every relation, and every interest in life.

Our hearts sorrow for the wife and daughter upon whom his sudden taking away has fallen as a mysterious, unexplained, and unexplainable horror, and who because of it suffer unspeakable anguish.

To you who were his associates in a public service, than which there is none more arduous, more important, or more honorable, we extend our sympathy in the loss of a companion, helper, and friend.

In this forum are waged some of the mightiest battles of our time. Here John Marble appeared more frequently perhaps as advocate than as arbiter. But whether here as examiner or attorney, secretary or commissioner, he viewed the conflict serenely, impersonally, justly. He feared no foe, favored no friend. His affections were not the less deep because he yielded to his judgment. In the heat and strife of it all he stood his ground in simple, unaffected manner. His memory is revered, as he was loved by every one whose privilege it was to know him.

The CHAIRMAN. You may proceed, Mr. Bond.

GEORGE M. SHRIVER, a witness previously sworn in behalf of the Baltimore & Ohio Railway Co., resumed the stand and testified further, as follows:

Mr. BOND. Mr. Shriver, yesterday you testified that for the year 1913, owing to changes that had come about since 1910, increased expenses, charges, and other items aggregated $9,267,000. Included in those items were items of expenses alone which were beyond the control of the company, such as increases in wages, prices of ties, fuel, and so forth, totaling $4,920,000. When we closed you were presenting a statement covering these and other features which had affected the expenses of the company in 1913 compared with 1910 by different accounts.

Mr. SHRIVER. I undertook to state yesterday, and I doubt if I made myself entirely clear, that a statement showing merely the increase and decrease in expenses by accounts was not necessarily an explanation; that it was necessary first to ascertain the effect of the increased business after allowing for the increased measure of service which might be tested by various bases affecting any particular item of work; that you would find probably certain abnormal expenses which would require some particular detailed explanation, which could only be ascertained by taking into consideration the circumstances and conditions under which the increased work or the entire work had been performed.

I also suggested that the increase in ratio that the operating expenses bears to the total operating revenue indicated, in a general way, the effect of the increased business naturally, and taking this measure of ascertaining the increased expenses due to other causes than increase of traffic, 1913 over 1910, I undertook to show what influences and particular circumstances had accounted for the abnormal increase in that period.

As the ton-miles in this period had increased 19 per cent and total revenues only 14 per cent, it was evident that the operating ratio was a conservative basis at least in estimating the increased work.

At the risk, possibly, of repeating some few figures which I mentioned yesterday I will start with the general expense account, if you please.

The general expenses in 1913 over 1910 showed an increase of $453,000, and the ratio of increase was 0.21 per cent. This increased ratio was equivalent to $216,000. Some of the items contributing to this increase were increase in salaries and expenses of general officers, $66,000; increase in rates of pay of clerks and attendants, $107,000: transfer of account work from departments to general office, $31,000; installation of new forms and supplies in connection with the adoption of daily system of accounting, throwing additional work to general office and relieving agencies, $69,000; and various other items, including expense due to establishing a new loss and damage bureau to investigate claims and reasons therefor, with a view to overcoming causes, $21,000; a total, with some other miscellaneous items, of $409,000, which accounts for $409,000 of the $453,000 direct increase.

Traffic expenses increased $149,000, and their ratio to operating revenues decreased one-tenth of 1 per cent, or $106,000. In the meantime the company has established some outside agencies, at an increased cost of about $142,000.

In maintenance of way the total increase compared with 1910 was $2,358,000. The increased ratio that these particular expenses bore to operating revenue for that period showed an abnormal expenditure of $685,000.

In this connection the increased rate of pay occasioned $569,000. In that year we had some directly allocatable flood expenses amounting to $500,000. Expenses incident to flood are scattered all through the various accounts. A great many of them were not directly allocatable, but in this particular account there is that much directly responsible.

The increase in price of ties was $183,000, and the increase in price of rails was $114,000. Maintenance of additional interlocking and automatic signals over the previous period, $53,000, a total of $1,439,000.

Ties put in in this particular period increased 497,000 in number, or 22 per cent. There was an increase in stone ballast-tons of 261,000 tons, or 54 per cent. There was a decrease in the amount of rail laid in that year. That, I might say, was incident to the flood interrupting the maintenance program of the year, and a considerable quantity of rail went over to the subsequent year.

Maintenance of equipment expenses had increased $1,949,000 compared with 1910. On the basis of the same ratio, which probably has not so much effect in maintenance of equipment as it has in other transportation accounts, was equivalent to a decrease of $382,000.

Of the actual increase of $1,900,000, the increase due to rates of pay, accounted for $799,000; increase due to superintendence, $83,000: increase due to equipment put out of service and rebuilt, $800,000; and increase in depreciation of $994,000.

Mr. Bond. Give us the total of those items that you have mentioned there if you can.

Mr. Shriver. They are separated through so many accounts I doubt if I can do it.

Mr. Bond. Just the items you have mentioned. You have that total.

Mr. Shriver. The total of those particular items is $2,192,000.

Mr. Bond. Is not that the total after deducting decrease for repairs of cars of $534,000?

Mr. Shriver. Yes; that is the net total. Car repairs did increase in that period $534,000.

The transportation expenses increased, 1913 over 1910, $7,535,000. The ratio of increase was 3.24 per cent. The increase of ratio is equivalent to $3,303,000.

The increases contributing to this figure are:

Superintendence account increased supervision	$288,000
Increases due to changed rates of pay and working conditions	2,171,000
Increases due to detouring trains account of Sand Patch Tunnel cave-in and floods	194,000
Increases due to increased price of fuel	448,000
Increase due to cleaning, heating, lighting, icing and watering, and other expenses on passenger cars account demand for better service	92,000
Increases due to amounts paid to employees on safety committee	4,000
Increases due to conference committee of managers at New York—chiefly in connection with considering wage matters	27,000
Increases due to bureau of explosives	1,600
Increases due to interlocking, block signals, etc	55,000
Increases due to crossing protection, flagmen, supplies, and lighting	22,000

A total of $3,308,000, directly offsetting apparently the abnormal increases.

Those are all items, I might say, that were not directly effective in the year 1910.

Incident to the increase in trainload and carload we got a product in increased loss and damage out of proportion to the increased business or something over $500,000, which, as I have indicated, is a matter for investigation, a special bureau having been inaugurated to go into that subject to see what can be done to eliminate it.

Injuries to persons increased out of proportion to the revenue, $201,000. This is due to the broader liability to employees under the new statute, as compared with earlier periods.

Commissioner McChord. Under what heading do you charge the item on page 7 of your volume No. 5, "Boiler inspection law, $123,180"?

Mr. Shriver. I think that is classed in other expenses of motive-power maintenance.

Commissioner McChord. I have reference now to the Baltimore & Ohio Railroad Co.

Mr. Shriver. That would be distributed through the division accounts of the motive-power department.

Commissioner McChord. Is that an increase in all expenses on account of the inforcement of the boiler inspection law that was not incurred prior to the passage of that law?

Mr. Shriver. That figure is intended to represent the addition of new expenses incident to the charge in method of supervision and the maintaining of records in that connection.

Commissioner McChord. I notice that you have several items there. Can you furnish the details for each one of those items?

Mr. Shriver. Yes.

Commissioner McChord. I believe the Baltimore & Ohio Railroad Co. has 2,073 engines.

Mr. Shriver. 2,200 is the total, I think.

Commissioner McChord. Our records show 2,073.

Mr. Shriver. That is close enough, sir.

Commissioner McChord. Your approximate cost is shown at $5.90 for each one of those locomotives.

Mr. Shriver. Per year?

Commissioner McChord. Yes. What does that $123,000 include? Of what is it mainly made up?

Mr. Shriver. It includes additional clerks appointed to the master mechanic's office to keep the records incident to boiler inspection. Certificates for frames supplied for locomotives. There is a more frequent and periodical test of steam gauges and additional work necessary to make repairs to gauge cocks and other features. The opening of tell-tale holes in the boiler and the fact that boiler makers and operators look more frequently after small leaks and reenforcement.

Commissioner McChord. It is a greater inspection than was required before?

Mr..Shriver. A very much closer inspection than was done before.

Commissioner McChord. And clerical hire incident to that?

Mr. Shriver. Yes. I wish to suggest that we have no criticism to make of this law or any of these other laws to which I have referred.

Commissioner McChord. You have that in your statement. What I have in mind is this: The commission maintains a pretty careful and close supervision of inspection over all the locomotives on all the railroads. Last year it inspected 90,346 locomotives, and the cost per locomotive incurred by was $1.07, as against $5.90 expended by the Baltimore & Ohio for the inspection of its locomotives. I wish you would explain that feature or have it explained.

Mr. Shriver. I do not know that I know to what extent your inspectors did the same work that our inspectors did.

Commissioner McChord. We have an idea here that we are making a pretty close and careful inspection of locomotives.

Mr. Shriver. I had in mind whether or not your inspectors make as close inspections as we do.

Commissioner McChord. We have a force of clerks to keep the record of all of these engines, and I suppose that record is equal to the one kept by the railroad itself.

Mr. Shriver. What I had in mind was whether your inspection was made possibly once a month and ours made oftener. Maybe we are going beyond what the law stipulates, and having put on the additional inspectors we may make frequent inspections than even the law demands. This particular item would represent about $5 per locomotive per month. I do not know whether that would be out of line with the inspection which is now going on by the commission.

Commissioner McChord. We would be glad to have you explain that.

Mr. Shriver. We will do that, sir, in detail. We think the figure has been very carefully worked out, and we believe it to be correct. There may be some difference as to what is included in it.

Commissioner McChord. It costs the commission $2.14 to make this inspection per engine, and it costs the Baltimore & Ohio Railroad Co. $5.90.

Mr. Shriver. Unless we could have something comparative as to what each side is doing in the way of inspection I could not answer that.

Commissioner McChord. They both follow the same rules, do they not?

Mr. **Shriver**. This takes up various other items outside of straight inspection, as is probably called for. However, we will give complete details on that.

Commissioner **Harlan**. That $5.90 which my brother McChord mentioned is the increased cost, is it not? It is not the total cost?

Mr. **Shriver**. No; that is the increased cost.

Commissioner **Harlan**. Do you know what the total cost is?

Mr. **Shriver**. I could not answer that at the minute; no, sir.

Commissioner **Harlan**. Is it ascertainable?

Mr. **Shriver**. Yes, sir; in a general way it could be ascertainable.

Mr. **Bond**. I would like to have the statement from which you have been reading filed if you have the necessary copies of it, and if not, I would like to get permission from the commission to file it later.

Mr. **Shriver**. I can file one copy now and furnish any additional ones that are desired.

(The paper referred to was received in evidence, marked "Baltimore & Ohio Railroad Co. Exhibit No. 3, witness, George M. Shriver," and will be found at the end of this hearing.)

Mr. **Bond**. You have prepared an analysis of expenses in substantially this same form, comparing the year 1913 to 1912, and also 1910 to 1909. I will ask you to file those and to furnish copies as you have of the other statements. We will not read them into the record.

Mr. **Shriver**. This is a summary showing comparisons of revenue expenses on the Baltimore & Ohio Railroad Co. for the fiscal year 1913 as compared with 1912, and 1910 compared with 1909. I would say that these are simply summaries along the lines that I have indicated and are not intended to be complete analyses of these particular expenses. If the commission desires it—and I understand that to be their wish—they will be furnished in complete detail for these particular periods.

(The documents referred to were received in evidence, marked "Baltimore & Ohio Railroad Co. Exhibit No. 4, witness, George M. Shriver"; and "Baltimore & Ohio Railroad Co. Exhibit No. 5, witness, George M. Shriver," and will be found at the end of this hearing.)

Mr. **Bond**. You are having prepared a full analysis of the expenses, comparing these years 1913 and 1910, 1913 and 1912, and 1910 and 1909, are you not?

Mr. **Shriver**. That is correct, sir.

Mr. **Bond**. They will be furnished in sufficient numbers. We have not had time to have them printed and duplicated. We will file them and furnish copies within a few days with the permission of the commission.

That is all I wish to ask, Mr. Shriver, at this time. Mr. Brandeis, do you wish to ask him any questions?

Mr. **Brandeis**. No.

Mr. **Lyon**. Mr. Shriver, you have given a great deal of detail here, which, of course, I have not had opportunity to investigate. Are your records so kept that in addition to taking from them the details showing what goes to each particular account, we could find, by investigation, from whom these different items are purchased and by what method they are purchased?

Mr. **Shriver.** That would take considerable examination, but our entire purchasing office is open to your inspection as to methods and names of parties from whom we purchase supplies?

Mr. **Lyon.** Those details can be ascertained?

Mr. **Shriver.** They are available.

The **Chairman.** That seems to be all with Mr. Shriver.

Mr. **Patterson.** Before we go on with the next witness, I would like to say that I do not know whether the introductory statement made by Mr. Willard on yesterday has been formally embodied in the record. If it has not, I suggest, with the approval of the commission, that it be embodied in the record.

Mr. **Minnis.** That would also follow with respect to Mr. Delano's remarks.

The **Chairman.** They are both in the record, gentlemen.

Mr. **Minnis.** Mr. Chairman, on behalf of the Central Freight Association lines I wish now to offer a witness for the purpose of verifying some data which will be offered in evidence and to give testimony with respect to that data. With the permission of the commission and counsel I will call Mr. Maxwell.

W. C. **Maxwell** was called as a witness by and on behalf of the Wabash Railroad Co., and being first duly sworn, testified as follows:

Mr. **Minnis.** State your name and occupation.

Mr. **Maxwell.** W. C. Maxwell, general traffice manager of the Wabash Railroad.

Mr. **Minnis.** What service have you had in railroad business?

Mr. **Maxwell.** Thirty-two years.

Mr. **Minnis.** With what companies?

Mr. **Maxwell.** Twenty-four years with the Burlington Railroad, and the last eight years with the Wabash.

Mr. **Minnis.** Have you made a study of the conditions of the railroads in Central Freight Association territory in recent years?

Mr. **Maxwell.** I have.

Mr. **Minnis.** I hand you a volume which contains a number of statements. Were these statements prepared by your direction and under your supervision?

Mr. **Maxwell.** They were.

Mr. **Minnis.** From what source did you obtain the information contained in those statements?

Mr. **Maxwell.** I obtained this information from the published official reports of the Interstate Commerce Commission, except a portion of the figures for the years 1911, 1912, and 1913, together with a statement of additions and betterments obtained direct from the carriers and the bureau of railway economics; except also the information in regard to area and population, which was obtained from the Government census for 1910 and the Rand-McNally Atlas for 1913.

Mr. **Minnis.** Turn to page 2 and state what that shows.

Mr. **Maxwell.** Page 2 is a statement covering 41,109 miles of railroad, 35,849 miles being in the territory, and it represents all of the mileage in the Central Freight Association territory except switching and terminal railroads, those being excluded because their charges are on an arbitrary or fixed per car basis.

For the purpose of bring out clearly the situation in Central Freight Association territory we have divided this mileage into groups.

Group 1 contains 38 companies, with a mileage of 31,937 miles, 28,186 miles of which is in the Central Freight Association territory and 3,751 miles in the outside territory, this being the mileage of the Chicago & Alton, Illinois Central, and the Wabash, west and south of Central Freight Assocation territory, all in higher rate zones.

It was necessary to include this 3,751 miles of outside mileage, as we could not segregate the operation of the mileage in and outside the territory.

Mr. Minnis. That is the mileage of those companies?

Mr. Maxwell. Yes; of those companies.

Group No. 1 includes 78.6 per cent of the total mileage in the territory, being all the mileage contained in group 2, group 4, and group 5.

Group 2 embraces 6,443 miles, the Erie lines east of Marion, Ohio, and the Baltimore & Ohio system, 3,042 miles of which are located in Central Freight Association territory and 3,401 miles in trunk-line territory. This mileage is excluded from group 1, and is arranged in a group to itself because the results of operation of mileage in Central Freight Association territory could not be segregated.

Group 4 embraces 46 companies, with an aggregate mileage of 2,729 miles, or 7.5 per cent of the total mileage in the territory, which together in 1911 earned less than $8,000,000. These roads are short, and as a general rule, in great financial distress, and we thought it natural to group them together.

Group 5 embraces 1,892 miles, or 5.3 per cent of the total mileage of the territory, being short projections in the territory of the Chicago, Burlington & Quincy, the Louisville & Nashville, the Mobile & Ohio, the Norfolk & Western, the St. Louis, Iron Mountain & Southern, the St. Louis Southwestern, and the Southern Railway, and represents only 7 per cent of the mileage of those roads whose principal operations are outside the territory.

Group 3 embraces 28 of the 38 roads in group 1, with an aggregate mileage of 23,167 miles, which includes 19,416 miles, or 51.5 per cent of the entire mileage in the territory, and includes such important lines as the Big Four, Vandalia, Chicago & Eastern Illinois, Grand Trunk Western, Grand Rapids, Illinois Central, Chicago & Alton, and Wabash Railroads.

Three thousand seven hundred and fifty-one miles outside of the territory included in that group is the mileage of the Central Freight Association, Illinois Central, and Wabash, to which I have referred.

Mr. Minnis. What does page 3 show?

Mr. Maxwell. It shows the area, population, and railroad mileage of Central Freight Association territory, trunk lines, and New England territories, and a comparison as between the three territories.

Mr. Minnis. What does page 4 show?

Mr. Maxwell. It shows a statement of the income account of groups 1, 2, and 3, as mentioned for the years 1908–1913, inclusive, and pages 5, 6, 7, 8, 9, and 10 contain detailed operations of each company for each year covered by the statement on page 4.

Mr. Minnis. What does page 11 show?

Mr. Maxwell. Page 11 contains a statement of expenditures for additions and betterments by groups 1 and 3, 1908–1913, inclusive, divided between income and new capital.

Page 12 shows a summary of operations for groups 1, 2, and 3, 1912–1913, as compared with 1910.

Pages 13, 14, and 15 contain the details for each company of the summary shown on page 12.

Pages 16 and 17 cover operations of the 46 smaller roads for the years 1910 and 1911, embraced in group 4.

Page 18 shows data with respect to the passenger and the total operating revenues per mile of road of the companies mentioned thereon.

Page 19 contains some data with respect to the density of freight traffic and freight revenues of groups of the Central Freight Association and trunk-line roads for 1912.

Page 20 contains data with respect to the tonnage of the same roads for the year 1912.

Page 20–A contains a statement of average receipts per ton per mile and for each ton handled, and the average haul per ton of the railroads in the United States for the years 1907–1910, inclusive, shown in the Interstate Commerce Commission's grouping and indicated on the map attached.

Mr. Minnis. That map is the same map that was exhibited yesterday morning by Mr. Delano?

Mr. Maxwell. No. This is taken from the annual report of the Interstate Commerce Commission, showing this grouping.

Mr. Minnis. It shows the groupings with respect to earnings?

Mr. Maxwell. With respect to earnings per ton per mile in all the groups in the United States.

Mr. Lyon. Is that map included?

Mr. Maxwell. This map was taken from the Interstate Commerce Commission books.

Mr. Minnis. What is the map I am handing you and what does it represent?

Mr. Maxwell. This map represents the railroads; group 3 shown in green, and also the 46 smaller railroads shown in red, about 60 per cent of the entire mileage of the territory.

Mr. Minnis. That is the same map that was exhibited by Mr. Delano yesterday.

Mr. Maxwell. Yes.

Mr. Minnis. With the permission of the commission I would like to offer in evidence this volume, which I presume should be marked "Maxwell Exhibit No. 1."

(The volume referred to was received in evidence, marked "W. C. Maxwell Exhibit No. 1," and will be found at the end of this hearing.)

Mr. Minnis. And the map I presume should be marked "Maxwell Exhibit No. 2."

Mr. Lyon. Exhibit No. 2 is the map referred to by Mr. Delano?

Mr. Minnis. Yes. The other map is attached in the volume.

(The map referred to was received in evidence, marked "W. C. Maxwell Exhibit No. 2," and is forwarded herewith.)

Mr. MINNIS. Turn to page 3, Mr. Maxwell, and in connection with that page I will ask you——

Mr. LYON (interposing). Would you mind having the witness state the significance of the red figures?

Mr. MINNIS. I will explain that in detail when I come to it.

Mr. LYON. I thought you had come to it.

Mr. MINNIS. No; I merely wish to verify the documents so that I can offer them in evidence, and I will now refer to them in detail.

Mr. MAXWELL. How many territories are embraced in what is known as official classification territory?

Mr. MAXWELL. Three territories.

Mr. MINNIS. What are they called?

Mr. MAXWELL. Central Freight Association territory, trunk-line territory, and New England territory.

Mr. MINNIS. What area is embraced in the New England territory?

Mr. MAXWELL. 64,000 square miles.

Mr. MINNIS. Where is it located?

Mr. MAXWELL. The States of Maine, Connecticut, Massachusetts, New Hampshire, Rhode Island, Vermont, and extending over to the corner of the State of New York?

Mr. MINNIS. How many miles of railroad are in that territory?

Mr. MAXWELL. 8,070.

Mr. MINNIS. How many miles of railroad per square mile of area?

Mr. MAXWELL. 7.96.

Mr. MINNIS. How many people, or what population is touched by that railroad mileage?

Mr. MAXWELL. 1,389.

Mr. MINNIS. Per mile of road?

Mr. MAXWELL. That is the population per mile of road.

Mr. MINNIS. Where is trunk-line territory located?

Mr. MAXWELL. Trunk-line territory extends from the Hudson River and New York down the Atlantic seaboard to what is known as the western termini, Buffalo and Pittsburgh, and thence along a line drawn down to the Ohio River, to various points.

Mr. MINNIS. What is the area of that territory?

Mr. MAXWELL. 112,000 square miles.

Mr. MINNIS. Traversed by how many miles of railroad?

Mr. MAXWELL. 23,777.

Mr. MINNIS What is the total population of that territory?

Mr. MAXWELL. 21,000,000.

Mr. MINNIS What is the population per mile of railroad?

Mr. MAXWELL. 889.

Mr. MINNIS. How many square miles of area per mile of road?

Mr. MAXWELL. 4.71.

Mr. MINNIS. Where is Central Freight Association territory located?

Mr. MAXWELL. It is a great area extending from what is known as the western termini, Buffalo and Pittsburgh, to the Mississippi River, to the Great Lakes, and to the Ohio River on the south.

Mr. MINNIS. What is the total area of that territory in the United States?

Mr. MAXWELL. For the United States it is 186,000 miles.

Mr. **Minnis.** What is the population?

Mr. **Maxwell.** 19,000,000.

Mr. **Minnis.** 2,000,000 less than trunk-line territory?

Mr. **Maxwell.** 2,000,000 less than trunk-line territory.

Mr. **Minnis.** How many miles of railroad in that territory?

Mr. **Maxwell.** 37,661 in the United States.

Mr. **Minnis.** What is the population per mile of railroad?

Mr. **Maxwell.** 506.

Mr. **Minnis.** How many square miles of area per mile of road?

Mr. **Maxwell.** 4.95.

Mr. **Minnis.** Turn now to page 28. What does that page purport to indicate?

Mr. **Maxwell.** This is copied from the official reports of the Interstate Commerce Commission for the years 1907 to 1910. We discontinued making a report in that form in 1911. It shows the average receipts per ton-mile for each handling, and the average haul per ton per mile in 10 groups in the United States, as divided by the Interstate Commerce Commission.

Mr. **Minnis.** What territory does group 3, referred to on that page, include?

Mr. **Maxwell.** Group 3 covers 26,014 miles of the railroads in Central Freight Association territory, all of the States of Indiana and Ohio, most of Michigan, and practically all of the Central Freight Association territory except Illinois.

Mr. **Minnis.** What mileage does it contain?

Mr. **Maxwell.** According to the commission it covers 26,014 miles in Central Freight Association territory.

Mr. **Minnis.** And I believe the total mileage in the territory is 35,000 and something, is it not?

Mr. **Maxwell.** Yes; 35,849 miles.

Mr. **Minnis.** What territory does group 2 embrace?

Mr. **Maxwell.** Group 2 embraces New York State, Pennsylvania, and Maryland.

Mr. **Minnis.** What territory does group 4 embrace?

Mr. **Maxwell.** Group 4 embraces the Virginias and the Carolinas.

Mr. **Minnis.** And group 6?

Mr. **Maxwell.** Group 6 contains Illinois, Wisconsin, Iowa, Minnesota, and a portion of the Dakotas.

Mr. **Minnis.** Is group 3 bounded by groups 2, 4, and 6?

Mr. **Maxwell.** It is.

Mr. **Minnis.** What was the average receipts per ton per mile in group 3, to which you have referred in connection with this statement?

Mr. **Maxwell.** In the first year of the statement, 1907, it was 0.598.

Mr. **Minnis.** And what in group 2?

Mr. **Maxwell.** In group 2 it was 0.655.

Mr. **Minnis.** And in group 4?

Mr. **Maxwell.** In group 4 it was 0.703.

Mr. **Minnis.** And in group 6?

Mr. **Maxwell.** In group 6 it was 0.743.

Mr. **Minnis.** What were the average receipts per ton per mile of the railroads in the 10 groups during 1907?

Mr. **Maxwell.** It was 0.759.

Commissioner HARLAN. Are not all those questions answered in the exhibit itself?

Mr. MINNIS. I think they are, your honor.

Commissioner HARLAN. Had you intended to predicate some further inquiries of this witness on these figures at this time?

Mr. MINNIS. I was merely calling attention to them briefly—to what we would use in our argument when we came to that point. I wish merely to have him give what we regard as the value to the commission of these figures and then we will follow it up with some other matters.

Make the same comparison in the year 1908, Mr. Maxwell.

Mr. MAXWELL. In 1908 the rates declined in group 3 to 0.594.

Mr. MINNIS. And in group 2?

Mr. MAXWELL. In group 2 it was 0.643.

Mr. MINNIS. And in group 4?

Mr. MAXWELL. In group 4 it was 0.696.

Mr. MINNIS. And group 6?

Mr. MAXWELL. In group 6 it was 0.735.

Mr. MINNIS. Now give the average for the 10 groups?

Mr. MAXWELL. The average for the 10 groups was 0.754.

Mr. MINNIS. Will you now indicate the same comparison for the year 1909?

Mr. MAXWELL. In 1909 the rates again declined to 0.589; group 2 was 0.647, group 3 was 0.669, and group 6, 0.748. The average for the United States was 0.763.

Mr. MINNIS. Now give the same comparison for the year 1910.

Mr. MAXWELL. In the year 1910 the rate again declined to 0.588 group 2, 0.641; group 4, 0.655; group 6, 0.751; the average for the United States being 0.753.

Mr. MINNIS. In order to abbreviate your testimony I will ask you if the statement does not indicate that the average amount received for each ton of freight is about in the same relative proportion as the average receipts per ton-mile?

Mr. MAXWELL. It is. If anything, it is a little more marked and a little lower, comparatively, in group 3.

Mr. MINNIS. What was the average haul per ton in 1907 of the lines in group 3?

Mr. MAXWELL. 112.91; a little over 112 miles.

Mr. MINNIS. What was the average haul of group No. 2?

Mr. MAXWELL. Group No. 2, 112.05 miles.

Mr. MINNIS. What was the average haul of group No. 4?

Mr. MAXWELL. The average haul of group No. 4 was 181.68 miles

Mr. MINNIS. And group No. 6?

Mr. MAXWELL. Of group No. 6 it was 141.49 miles.

Mr. MINNIS. What was the whole average per ton?

Mr. MAXWELL. 131.71 miles.

Mr. MINNIS. I will ask you if the figures indicate about the sam relative situation for the years 1908, 1909, and 1910?

Mr. MAXWELL. They do.

Mr. MINNIS. Why did you indicate the figures relating to group 3 in red. Was that merely to give them emphasis or to indicate th figures with which the comparison was made?

Mr. Maxwell. To bring to the attention of the commission the fact that, taking their own figures, they show the lowest rate in the United States.

Mr. Minnis. And the shortest haul, practically.

Mr. Maxwell. Practically the shortest haul and the lowest receipt per ton of freight handled in the country.

Mr. Minnis. Turn to page 4 and indicate by comparative results of operation of the lines composing group 1 as between the years 1908 and 1913 and 1910 and 1913. I refer now to the group of railroads contained on page 2 of Maxwell's Exhibit No. 1, and not to the group of railroads referred to on page 20–A. That group, Mr. Maxwell, I believe you stated, contained 78 per cent of the mileage in Central Freight Association territory.

Mr. Maxwell. Yes; it does; 78.6 per cent.

Mr. Minnis. And the mileage excluded is the mileage of the Erie east of Marion, Ohio, and the Baltimore & Ohio system, and the short projections of the Burlington and other lines into the territory, and the mileage of the 46 short roads.

Mr. Maxwell. That is correct.

Mr. Minnis. Will you now indicate the comparison?

Mr. Maxwell. For group 1 the increase in 1913 over 1908 in gross operating revenue was $143,000,000, and the increase of operating expenses was $125,000,000.

Mr. Minnis. Operating expenses and taxes?

Mr. Maxwell. Yes; operating expenses and taxes, resulting in an increase in net operating revenue after deducting taxes of $18,000,000, and an increase in net corporate income of $10,000,000.

It will be remembered in this connection that the year of 1908 was the panic year. We began our figures in that year because it was necessary to do so for comparative purposes, as the Interstate Commerce Commission prescribed a uniform system of accounts beginning with that year. It should be kept in mind that during the period between 1908 and 1913 $339,000,000 of additional new capital was invested in additions and betterments by the lines in group No. 1.

The gross operating revenue of group No. 1 increased in 1913 over 1910 $76,000,000, but the operating expenses and taxes increased $88,000,000, resulting in a decrease in net, after operating expenses and taxes, of $12,000,000, and a decrease in net corporate income of $17,500,000, and a decrease in dividends paid of $7,250,000. This showing was made despite the fact that during the three-year period, 1910–1913, large sums of new capital were invested in additions and betterments. The showing, however, is explained by an increase in ratio of operating expenses and taxes to gross revenue from 72 per cent in 1910 to 78.2 per cent in 1913.

Mr. Minnis. What have you to say about the showing of group 2? That includes the Erie lines east of Marion, Ohio, and the Baltimore & Ohio system.

Mr. Maxwell. Group 2 is included for the purpose of completing our figures for the entire territory, but the showing does not throw any light on the situation in Central Freight Association territory, because the bulk of the mileage, as well as the earnings of the two companies included in that group, is in the trunk-line territory, and, as I have stated, the operation of the mileage in the Central Freight Association territory can not be segregated.

Mr. MINNIS. What have you to say about group 3?

Mr. MAXWELL. Group 3, in my judgment, is fairly representative of the entire railroad situation in the territory.

In the first place, the mileage in the group extends practically into every part of the territory, and is largely dependent upon the traffic of the territory, and includes all the mileage in the territory except the mileage which does not reflect conditions in that locality.

Mr. MINNIS. What roads included in group No. 1 have been excluded from group 3, and why have they been excluded?

Mr. MAXWELL. The Lake Shore, the Michigan Central, the Pennsylvania Co., and the Pittsburgh, Cincinnati, Chicago & St. Louis, 6,912 miles, or about 19 per cent——

Mr. LYON. How about the Bessemer & Lake Erie?

Mr. MAXWELL. I will come to that, if you please.

Those lines were excluded because they do not reflect the conditions in the territory for the following reasons:

First. They are the main-line connections of the trunk lines and enjoy a large tonnage from their trunk-line owners. For illustration, 27.7 per cent of the tonnage of these roads originates on their rails, whereas 49.9 per cent of the tonnage of roads in group 3 originates on their own rails.

Second. Three of these roads have an enormous tonnage of products of the mines. To illustrate, in the year 1912 this tonnage was 57.8 per cent on the Lake Shore, 71.6 per cent on the Pennsylvania Co., and 58.6 per cent on the Panhandle, against an average similar tonnage of all the roads in group 3 during the same period of 47.8 per cent. A further illustration is found in the heavy passenger traffic of these roads, which averaged in 1912 $7,758 per mile of road, as against $3,088 for the roads in group 3. The total operating revenue of these four roads averaged almost $27,000 per mile, as against but $11,000 for the roads in group 3.

Third. These roads enjoy large incomes from sources other than the operation of their properties. For instance, Lake Shore, during 1913, derived from such outside sources more than $8,000,000 of its $28,000,000 income from all sources, while the Pennsylvania Co. derived from such outside sources $13,000,000 of its total income of 28,000,000 from all sources. The other two companies combined during the same period derived fore than $1,000,000 from such outside sources.

This source of income distinguishes these roads from those in group 2, whose income from outside sources was negligible in comparison.

The CHAIRMAN. What are the character of those outside sources, generally speaking?

Mr. MAXWELL. I should say they are largely investments in other companies.

The CHAIRMAN. Operating in Central Freight Association territory?

Mr. MAXWELL. I can not answer that, Mr. Chairman, but I can furnish that information if it is desired. It is mostly dividend income, and income from funded securities, and income from unfunded securities and accounts, and income from sinking reserve funds. The large item is dividend income.

Mr. MINNIS. What was the total income of the Lake Shore from sources other than carrying trade; that is, carrying freight and passengers during 1913?

Mr. MAXWELL. $7,961,850.

Mr. MINNIS. That was from all outside sources——

Mr. MAXWELL. Yes.

Mr. MINNIS. Including rents, and so forth?

Mr. MAXWELL. No; we did not take those in. If you take those in it runs the amount up to over $10,000,000.

Mr. MINNIS. We will furnish an additional statement showing the nature of the securities held from which that income is derived in connection with this statement, if your honors wish it.

The CHAIRMAN. I have a general impression that the Lake Shore Railroad owns the securities of several subsidiary or smaller lines operating substantially all in Central Freight Association territory. I would like to know whether this is outside of income coming from profits of the subsidiary lines, the roads which have been included, while the parent roads have been excluded.

Mr. MINNIS. I do not think the dividends were paid by Central Freight Association lines becauses we have a statement of the dividends paid; the only large dividend paid is by the Illinois Central; the others are comparatively small. My impression is that the securities held by the Lake Shore are stock in the Reading Co. We will furnish a statement.

You may proceed, Mr. Maxwell.

Mr. MAXWELL. To all of the above unusual conditions we will add the favorable location of these lines and the credit resulting from their outside investments and ownership by trunk lines.

We also exclude from group 3 the following roads included in group 1: The Bessemer & Lake Erie; Hocking Valley; Kanawha & Michigan; Pittsburgh & Lake Erie; Toledo & Ohio Central; and the Wheeling & Lake Erie, because these roads are exceptional in their location and their tonnage does not consist of the general traffic of the territory.

To illustrate, during the year 1912 78.6 per cent of the combined tonnage of these six roads consisted of products of the mines. Besides, these roads are located between the lake and the iron furnaces and the coal mines of Ohio. Each has a small mileage, largely main line, and serves particular enterprises, and as I have said, do not engage in carrying the general traffic to any material extent of the territory. Their total mileage is only 1,846 miles, or 5.1 per cent of the mileage in the territory.

A further distinguishing circumstance of the roads mentioned is density of traffic. To illustrate, the revenue ton-miles per mile of road of these 10 roads—that is, the 4 main lines and the 6 coal and ore carriers—for 1912 was 3,400,000, against similar tonnage for group 3 of 1,300,000, or two and one-half times as dense.

Mr. MINNIS. I will ask you if you have excluded any weak roads from group 3; and if so, to state what they are?

Mr. MAXWELL. Yes, sir. We have excluded from group 3 46 short railroads, because as a rule they are bankrupt, and while they are important in the transaction of the business of the respective localities they serve, I do not regard them as representative of the railroad situation in the territory. The results of operation of these lines in 1911–1912 are shown on pages 16 and 17, no other figures for those two years being available.

Commissioner CLEMENTS. Are those roads you speak of as short lines, which you regard as bankrupt, are they operated and owned independently, or are they a part of systems?

Mr. MAXWELL. Some of them are independent, and a few of them are part of systems—that is, there is some ownership by some system lines. There is a complete list of them, with their operation, on the statement.

Commissioner CLEMENTS. To say they are all bankrupt is rather a general expression; just what do you mean by that? Are they defaulting?

Mr. MAXWELL. I would only call attention to the results as shown on these two pages. It shows each railroad in detail. We thought their condition was so bad, and would be shown in these statements to be so bad, that we passed them over as not typical of the situation. We have given the fullest information possible in regard to them. The operating ratio alone is 88 per cent.

Mr. MINNIS. By referring to page 16 your honors will see the red figures at a glance as to these roads. Page 16 contains the results of operation in the year 1910 and page 17 the results of operation in 1911.

Mr. MAXWELL. There is a greater amount of red on page 17 than on page 16.

The CHAIRMAN. Is the Cincinnati, Lebanon & Northern an independent railroad?

Mr. MAXWELL. I could not answer that now, Mr. Commissioner, without checking it up. These accounts are not incorporated in the system accounts of the railroads shown in those groups. We could naturally furnish any information desired about the ownership of those roads.

Mr. LYON. I have been asked to ask you whether you have excluded the Peoria division of the Vandalia from your group 3?

Mr. MAXWELL. No, sir; the entire Vandalia line is in group 3.

Mr. LYON. I so understood, but I was requested to ask you.

The CHAIRMAN. On page 16, in the second table on that page showing the operation of these roads for 1910, you have a column headed "Deduction"; what does that represent?

Mr. MAXWELL. That represents car hire, rentals, and interest on funded debt.

Mr. MINNIS. You will notice, your honor, the total dividends paid during the year were only $139,300. One line paid $33,000, another $12,500, another $43,800, and another $50,000, out of a total of 46 lines.

Commissioner CLEMENTS. That is on page 16. What is 17?

Mr. MAXWELL. Page 17 contains similar information for the next year, 1911. The summary for the two years is at the top of page 16.

Mr. MINNIS. It will be noticed by reference to page 17, containing the figures for 1911, that many of the lines did not earn their operating expenses, as indicated by the red figures in the fourth column. If the information will be of value to the commission we shall ascertain which lines are independent, and which are owned, and by whom owned.

Commissioner **Clements.** It may be of interest. I would be glad to see something of that sort.

Mr. **Maxwell.** May I offer one more remark about this?

Mr. **Minnis.** Certainly; go ahead. To what page do you refer?

Mr. **Maxwell.** Page 17. It will be noted that many of these roads were not able to pay even operating expenses and taxes. I believe when you take the car hire and rentals out of the deductions, the roads, as a whole, would not have one cent to apply to meeting their bonds. It is a rather broad statement to make, but I think it will be proven by the facts if we had a little further time to investigate as to car hire and rentals.

The **Chairman.** I do not imagine that it would appreciably affect the average. But I am somewhat interested to understand why you exclude the Lake Shore, because it is rich and profitable, and include the Dunkirk, Allegheny Valley & Pittsburgh, which I believe is a Lake Shore property, because it is poor.

Mr. **Maxwell.** It never was done intentionally, Mr. Chairman.

Mr. **Minnis.** In connecton with that matter, I would say that we did not regard group 4 as of very great value, because the map will show—it is shown in red—that the mileage is very short. But it is a part of the railroad system in that territory, and if we included one we thought it would be wise to include all of them, for whatever value it might be to the commission. Of course, these little lines are of great importance to the localities they serve; some of them are independent and some of them are not. Likely the showing would have been more advantageous to our contentions had we excluded the lines owned by the stronger systems, but we thought the information would be more valuable to the commission to include them all for whatever it might be worth.

Do these lines, Mr. Maxwell, make separate reports, or are they included in system reports? Or where do you get these figures?

Mr. **Maxwell.** They make separate reports, but their reports are not kept up, even by the commission. They are not required to report as fully and as promptly as are the railroads having $1,000,000 earnings or greater per year. Even the commission's reports of these railroads are very much behind. That is why we go back to 1911. We would like very much to show them for the two years since then, because we think it will show the general trend, the same as shown with all the railroads in this territory, downward, in net.

I want to say further that we do not lay any stress on these 46 railroads. We simply put them in to complete the picture of the mileage of the whole territory, which we have endeavored to do as far as possible. We do not consider them representative at all.

Mr. **Minnis.** We think, however, they may be considered as bearing generally on the situation, as showing the whole situation.

Commisioner **Clements.** Oh, they are undoubtedly a part of the situation; there is no dispute about that. I was wondering how it was that so many of them, which are not independent, and therefore are carried by some system, could go on without paying operating expenses, without paying dividends, without paying interest, and still keep out of the hands of receivers; how they would float along without any trouble of that sort, but still behind all the time—without any visible means of support, as the chairman suggests.

Mr. **Minnis.** There were many of them that did not have the money to pay for printing their tariffs to advance their rates. But for the information of the commission we will separate group 4 into two groups, showing in one group the owned lines and in another group the independent lines, with the results of operations.

Mr. **Brandeis.** Will you also have the schedule indicate what the amount is of rental and of the portion of these roads representing leased properties. It seems to me the rentals may stand somewhat on a different basis than the hire of equipment, which is essential to operation.

Mr. **Minnis.** Yes; we will furnish that.

If I may proceed now, I will ask Mr. Maxwell to turn to page 4 and indicate the comparative results of the operation of lines in group 3 as between 1908 and 1913.

Mr. **Maxwell.** In 1913 the roads in this group earned $63,000,000 more than in 1908, but the operating expenses and taxes were $62,000,000 more than in 1908, but the operating expenses and taxes were $62,000,000 more. The net, after expenses and taxes, was only $811,000 more than in 1908. The net corporate income was actually $8,000,000 less, although during this period $180,000,000 of new capital was put into these properties.

Mr. **Minnis.** Can you state from your compilation what was earned on this new capital during the year 1913?

Mr. **Maxwell.** The figures as arranged do not indicate with accuracy, but the net operating revenue after taxes in 1913 was only $811,000 more than in 1908. This figure is arrived at without deducting a balance of car hire or rentals paid, and I am sure the increase in these items in 1913 over 1908 would more than wipe out the balance of $811,000 and show nothing whatever was earned on the capital during 1913. The $811,000, however, would be only forty-five one-hundredths of 1 per cent on the new capital invested in the property during the year, and certainly capital will not seek this kind of an investment.

Mr. **Minnis.** In this connection I wish to state to the commission that we will, during the progress of the hearing, offer some supplemental figures which will enable the commission to determine what, if anything, was earned on new capital. So far the bureau of statistics has been so much engaged with data in regard to other lines that we have been unable to get those figures, but we will produce them in due time. That is, we will rearrange those exhibits so as to exclude rentals and car hire, which we think ought to be excluded in ascertaining whether there has been any earning on new capital.

Commissioner **Clements.** Can you arrange in some way for it to show in each case, as to each road, in your further statements, where the new capital came from; that is to say, how it was brought in, whether by the sale of bonds, the issuance of stock, or in whatever form—if in notes, and if so, whether short-term notes or long-term notes—the process of getting the new capital?

Mr. **Minnis.** Yes, sir; we will do that.

Commissioner **Clements.** Also what the forms of indebtedness were sold for—the evidences of indebtedness, and what did you realize from them. If you sold bonds, what did they bring; if you discounted paper, as to how much was discounted. All of those things can be shown, I have no doubt.

Mr. MINNIS. We will endeavor to include that information in a rearrangement of our figures.

I may state that the purpose of this testimony and these figures was merely to emphasize what we claim to be distinguishing circumstances prevailing in Central Freight Association territory. And we had intended that the figures, while not designed to be complete in themselves, would naturally fit in with the other figures. But I believe, since we have gotten this far, it would be wise for us to arrange the figures according to the formula adopted by the three systems, so that we will be giving all the data that they give; and we will also include the data that your honor suggests—that is to say, the sources of this new capital and the transactions involved in procuring it, which would include the price that these securities sold for, and all such facts.

Commissioner CLEMENTS. It seems to me all of that would help to show the situation just as it is, whichever way it goes.

There is one other matter which has been testified to by several witnesses, and that is what is included in additions and betterments. Is there anything in the nature of upkeep and repairs that is brought in under that head? Is it a new road constructed, new equipment bought, or is it the substitution of a $20,000 engine for an old one, or is it a new car worth twice as much as an old one? How does all that work out?

Mr. MINNIS. That, your honor, was the classification prescribed by the commission.

Commissioner CLEMENTS. You have strictly adhered, then, to the classification prescribed by the commission?

Mr. MINNIS. Yes; with respect to additions and betterments.

Mr. MAXWELL. Most of these figures on page 11 are taken from your own reports. There were some few that we had to get the last minute from the bureau of railway economics. There might be some slight differences, but they are very slight; they do not affect the general results.

Commissioner CLEMENTS. One other question: Of course, looking at these figures in bulk would suggest it has taken some time to prepare them, and a good many people to do it. How far do you have actual knowledge as to the primary figures that go in to make up these tables, statements, and so forth?

Of course the value of the figures depends not only upon the correctness of the primary statement shown by them, what they stand for and purport to express, but all the way through in assembling them and comparing them in every way, the accuracy of that is of the greatest importance. Now, to what extent do you know of all that yourself?

Mr. MAXWELL. I personally watched it daily. We have had to get this up rather hurriedly, but I personally watched it daily for two or three weeks—in fact, more or less ever since the middle of the summer, when we began to see this thing coming. The figures are taken largely from your own reports, except where your information is not right up to the finish of this year, and where we were obliged to apply to the executive officers, the information being obtained through a committee in Chicago, from the presidents, representing the railroads in this case; they obtaned it, as I say, from the executive officers of the various roads.

Mr. MINNIS. It was not available elsewhere. The report of the commission for 1913 was not available.

Mr. MAXWELL. Your report for 1911 was out just this week; we received it the middle of the week. The report for 1912, I suppose, will be out about a year from now.

Commissioner CLEMENTS. It does not go to the accuracy of the figures involved, but I would like to know how long you have been preparing them.

Mr. MAXWELL. Part of these figures were prepared during the summer; when we finally arranged to put in this group we had to do it hurriedly.

Mr. MINNIS. When did you commence to separate the figures?

Mr. MAXWELL. About the middle of the summer.

Mr. MINNIS. Last summer?

Mr. MAXWELL. Yes.

Mr. MINNIS. As you progressed in the work you enlarged the grouping—group 3, for instance?

Mr. MAXWELL. Yes.

Mr. MINNIS. I will ask you whether you, and those directly under your supervision and assisting you, have not been engaged for a substantial part of your time in the preparation of the figures which are shown in your testimony?

Mr. MAXWELL. I devoted a great deal of time to it myself; I have given it general supervision right along; and in addition to that we think we have some of the best expert talent there is. We would not take a back seat for the bureau of railway economics on that, or any other body. Although we had to get some of the information rather hurriedly, we have had a number of the very best men connected with our company working on this.

Mr. MINNIS. I will ask you now to turn to page 4 and indicate the comparative results of the operation of the lines in group 3 as between 1910 and 1913.

Mr. MAXWELL. In 1913 the roads in group 3 earned $36,000,000 more operating revenues than in 1910. However, the operating expenses and taxes were $45,000,000 greater than in 1910. The net, after operating expenses and taxes, was $9,500,000 less than in 1910. The net corporate income was almost $17,000,000 less than in 1910.

In connection with the net corporate income here I call attention to the fact that in 1910 it was $18,500,000, and in 1912 it had reached almost the point of extinction, and in 1913 about the same. The average of those two years was less than $2,000,000, although a vastly greater volume of business moved.

The dividends paid in 1913 against 1910 declined almost $6,000,000.

Mr. MINNIS. Do your figures, Mr. Maxwell, illustrate what the results of the operation for 1913 would have been had the ratio of expenses and taxes to gross revenue remained the same as it was during the year 1910 or 1912? That is on page 12 of your exhibit.

Mr. MAXWELL. Yes; we show that on page 12.

Mr. MINNIS. The comparison is between 1910——

Mr. MAXWELL. Between 1910, 1912, and 1913.

Mr. MINNIS. If the lines in group 3 had operated at the same ratio in 1913 as they operated in 1910, what would have been the result in their net earnings after expenses and taxes?

Mr. **Maxwell.** I would direct attention to page 12, which is a summary of the figures on page 4, another summary showing the operation in detail. I will just touch on this briefly. Take group 1: If the same operating ratio, the same ratio of costs, had been applied in 1913 as in 1910, the net earnings, the net operating revenue, of group 1 would have been $33,000,000 greater. The net operating revenue of group 3 on the same basis would have been almost $18,000,000 greater. The table shows the increase in expense, and the increased costs are largely in transportation and maintenance of equipment.

It also shows in 1912 against 1910 that the ratio as to gross for maintenance of way actually declined 2.4 per cent.

Commissioner **Harlan.** Do you happen to know whether the percentage assigned to depreciation of equipment since 1910 has materially increased in Central Freight Association territory?

Mr. **Maxwell.** I do not. I assume that Mr. Delano, when he gets on the stand, will answer a question of that sort, or some of the operating officers. Or I can obtain it if you wish it.

Commissioner **Harlan.** I would like to know it some time before the hearing is over.

Mr. **Maxwell.** We will make a note of it and obtain that information.

Mr. **Minnis.** How many roads in group 3 paid dividends and what was the aggregate amount of dividends paid by them during 1910?

Mr. **Maxwell.** Twelve roads, aggregating an amount of $16,000,000. That is, 12 roads out of 28.

Mr. **Minnis.** How many roads in that group paid dividends, and what was the aggregate amount paid during 1913?

Mr. **Maxwell.** Nine roads, aggregating an amount of $10,000,000.

Mr. **Minnis.** What roads were they, and what amounts did they pay in 1913?

Mr. **Maxwell.** The Illinois Central, $6,500,000, having reduced the dividend as compared with all previous years; the Nickel Plate, $1,350,000; the Big Four, $500,000; the Vandalia, $585,000; the Monon, $540,000; the Cincinnati Northern, $45,000; the Detroit & Mackinac, $147,000; the Detroit & Toledo Short Line, $114,000; and the Chicago & Eastern Illinois, $492,000.

But the last-mentioned company has become bankrupt, and the property is now in the hands of the receivers, while seven of the remaining eight roads have reduced their dividends as compared with 1910. There were 12 in 1910; there are now practically 8, and 7 of the 8 have reduced their dividends.

Mr. **Minnis.** The others have abandoned their dividends?

Mr. **Maxwell.** Yes.

Mr. **Minnis.** Have you prepared any figures showing the results of operation of the lines in group 1 during the first three months of the present fiscal year, as compared with the same three months of that year?

Mr. **Maxwell.** Yes; I have.

Mr. **Minnis.** How did you obtain those figures?

Mr. **Maxwell.** These are obtained from advanced monthly reports to the Interstate Commerce Commission.

Mr. **Minnis.** Of the lines involved?

Mr. MAXWELL. Of the lines involved; yes, sir. I have groups 1 and 2, but you are asking about group 1.

Mr. MINNIS. Yes. Of group 1. I will offer this paper in evidence and have it marked as "Maxwell Exhibit No. 3."

(The paper referred to, offered in evidence, was marked "Maxwell Exhibit No. 3," and will be found set out in full at the end of this hearing.)

Mr. MAXWELL. Although nearly all this mileage was headed for bankruptcy in 1912 and 1913, we now have to add to it the fiscal year 1914, for three months, which shows a decline in the net opoperating revenue for those three months for group 1 of almost $7,000,000.

Mr. MINNIS. That is, as compared with the three months of last year?

Mr. MAXWELL. For the three months of last year; yes.

Mr. MINNIS. You mean by net operating revenue the gross after deducting operating expenses?

Mr. MAXWELL. I do.

Mr. MINNIS. You say that was approximately $7,000,000?

Mr. MAXWELL. Yes, sir.

Mr. MINNIS. In the three months?

Mr. MAXWELL. Yes, sir.

The CHAIRMAN. To what do you attribute that?

Mr. MAXWELL. There is not anybody that can keep pace with this increased cost, and while our traffic has almost held up, it is declining now pretty rapidly. Take the transportation expenses, take the station and yard service—those two items alone are just enough—but you can not keep pace with it.

The CHAIRMAN. What items entering into your station and yard service account for this large expense for the three months of 1914, as compared with the three months of the previous year?

Mr. MAXWELL. I made a statement for our own company, in which I endeavored to locate where the costs were. I took the percentage of the gross receipts we received and I divided it up between conductors, brakemen, and trainmen outside of engineers, and that showed an increase from 1910 up to 1912.

The CHAIRMAN. I am talking about your statement for these three months.

Mr. MAXWELL. These three months?

The CHAIRMAN. Yes.

Mr. MINNIS. As compared with the three months of last year?

The CHAIRMAN. Yes. He said it shows an increase of $7,000,000.

Mr. MAXWELL. We have not had time, your honor, to work that up. We will do it as fast as we can get a little more light on these reports. I will be very glad to do it.

The CHAIRMAN. I thought you had some general idea of what caused this increase. I was interested to know, if you had.

Mr. MINNIS. Have you an opinion about it, Mr. Maxwell?

Mr. MAXWELL. I believe it is due to the steadily increasing costs of conducting transportation, to some slight decline in business; the margin between what you take in and what you are paying out is getting very small.

Mr. MINNIS. Your opinion is that that margin is getting very narrow as time goes on?

Mr. Maxwell. Oh, yes; it is shown in the operating ratio.

Mr. Minnis. But that the expenses are relatively greater now than they were a year ago.

Mr. Maxwell. Yes.

Mr. Minnis. We will endeavor to offer some further figures on that, your honor. There are so few figures available now. There are only the three months, and they have been available only a short time.

I believe, your honor, that concludes my examination of Mr. Maxwell.

Cross-examination:

Mr. Lyon. I have one or two questions, if it please the commission.

Commissioner **Harlan.** Have you stated, Mr. Lyon, whom you appear for? The question has been asked, and it might be well at this time to state it on the record.

Mr. Lyon. You want us to state whom we represent?

Commissioner **Harlan.** Yes.

Mr. Lyon. I represent the Pittsburgh Coal Co. and the New Pittsburgh Coal Co. Our special attack, when that question comes up, is, of course, upon the coal rates, but we are in the matter for the general investigation which the commission now has in hand.

Am I correct, Commissioner Harlan, that in the present controversy, as it develops here, the individual rates are not now being justified, but that this is under the general investigation of the commission as to whether the railroads need more revenue or not?

Commissioner Harlan. I understand that is the general question for the present. Whether it will go beyond that the commission will determine later.

Mr. Lyon. Of course, our direct interest is in I. & S. No. 333.

Commissioner **Harlan.** That question has also been asked as to the appearance of Mr. Johnston and Mr. Butler.

Mr. Lyon. Mr. Johnston, Mr. Morton, and myself appear for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

Mr. Butler. I represent the freight traffic committee of the Chicago Association of Commerce. We have filed an intervening petition in which no position is taken with reference to the all-rail rates. Our contention is in this proceeding that the lake-and-rail rates should not be advanced. We base that upon our position that the present rail-and-lake rates are unreasonably high. We are not attacking those rates in this proceeding, or complaining of them, however; but our position now is, and throughout this entire proceeding will be, that Chicago is entitled to the benefit of its location on the Great Lakes, and that the present rate adjustment deprives Chicago of that advantage.

I do not care to state further our position in this matter until after the carriers have submitted their evidence that is pertinent to that part of the case in which we are interested.

Mr. Martin. I desire to enter my appearance and the appearance of J. H. Henderson, of Des Moines, Iowa, for the Railroad Commission of Iowa and the public utilities commission of the group of Mississippi Valley States.

Mr. Lyon. If the commission please, at the proper time, we feel that we want to make a statement of our position on the order of the commission entered on the 21st day of June, 1913, entitled "Docket No. 5860, revenues of rail carriers in official classification territory." That we consider a broad question, and we appear here, as my friend here back of me [Mr. Cowles] appears practically for the United States. We think anyone has a right to appear when the Interstate Commerce Commission orders an investigation, that we have the right to appear before it and inform it of the general situation with respect to any rate; and we appear in that capacity.

In I. & S. No. 333 we appear as objectors to specific rates which are set up in my petition, which is before the commission. And when the carriers have justified the rates set up in these tariffs we want to be heard as to their reasonableness and on the question of discrimination.

I want to ask just a question or two of Mr. Maxwell. Following up some of the questions asked by Mr. Commissioner Clements, these figures that have been presented here have in fact been prepared by the Bureau of Economics, of Washington, D. C., have they not?

Mr. Maxwell. No; they have not.

Mr. Lyon. Did you prepare these figures for the Central Freight Association territory?

Mr. Maxwell. We prepared them.

Mr. Lyon. Who is "we"?

Mr. Maxwell. Well, I mean the staff in my office—principally by Mr. Osgood, who has directed the work.

Mr. Lyon. Where is your office?

Mr. Maxwell. St. Louis.

Mr. Lyon. They were not at all prepared by the Bureau of Economics?

Mr. Maxwell. No. The time was so short we could not get the figures from them complete. We have gotten part of the information from them.

Mr. Lyon. Have they not been gathering this information for the last three years, ever since the opinion was written in No. 3400 and No. 3500?

Mr. Maxwell. They gather a vast amount of information, but it is not arranged in any such groups as these, and some of these roads they have not any figures on.

Mr. Lyon. But the basic figures from which this is divided up into groups have been drawn from this bureau, have they not?

Mr. Maxwell. They have been drawn from the Interstate Commerce Commission's reports.

Mr. Lyon. By your office or by the Bureau of Economics?

Mr. Maxwell. By my office.

Mr. Minnis. Mr. Osgood is here, the statistician, if you wish to examine him.

Mr. Lyon. I just misunderstood it. I understood the Bureau of Economics had furnished the basic figures upon which the exhibits were based.

Mr. Maxwell. They furnished a few. If you will look at these reports you will see from where the information was obtained.

Mr. Lyon. These smaller lines to which reference has been made, and as to which you show a large number of red figures, they are small, short lines that originate freight for delivery, generally to the main lines, are they not?

Mr. **Maxwell**. I should say they would have to deliver to the main lines; yes.

Mr. **Lyon**. I mean they are largely carriers that originate heavy freight which is to destinations beyond their own deliveries.

Mr. **Maxwell**. I do not think it is heavy; I should say it is very light. They pick up a little piddling business, mostly in the wide areas there, with the thin population we have, a few pieces of merchandise, some eggs and chickens, and distribute the groceries to them, and handle a little grain and live stock.

Mr. **Lyon**. Those short railroads show red to some extent, do they not, because of the division of the rate?

Mr. **Maxwell**. As to every short railroad with which I have had any experience, they get vastly in excess of any reasonable division on a mileage pro rate. The main lines in every case try to sustain those people. We have, regardless of the haul, where it is even 15 miles, paid as much as 33 per cent to the short line, to try to keep it alive, keep it coming as a feeder.

Mr. **Lyon**. It has to be kept alive by the main lines—these originating lines.

Mr. **Maxwell**. Even with their aid most of them are not able to keep going.

Mr. **Lyon**. The main lines could not exist without these feeders, either owned by the main line or independent, furnishing them the business, could they?

Mr. **Maxwell**. I might give you a concrete illustration or two if you wish it.

Mr. **Lyon**. Any information you care to give to the commission.

Mr. **Maxwell**. We have one struggling brother out in the West that is three months behind now on his current account. We have increased the division recently. We are allowing him 33 per cent on about a 15-mile haul. We are stating almost every day that we are going to shut off, that we can not do business with him any longer. He is serving people in that locality who want the service. We can not afford to give him another penny. We are starving ourselves, but he is worse off than we are. He is just stalling his creditors. He has not gone into the receivers' hands yet, but he is sitting up nights doing it. It is awfully hard work.

Mr. **Lyon**. But is it not generally realized, though, that the main lines can not well exist without these feeders?

Mr. **Maxwell**. My experience is that they all get an exorbitant division, that is not based on just merits of the thing.

Mr. **Lyon**. Based on the pro rates?

Mr. **Maxwell**. Vastly more than the pro rates in every case.

Mr. **Lyon**. You have said the Bessemer & Lake Erie, the Hocking Valley, and such roads as that, should not be included in your group No. 3, because, as I understood it, to include them would more or less misrepresent the true situation to the commission of the lines in Central Freight Association territory?

Mr. **Maxwell**. I stated that I had for each one of those carriers what percentage their product of mines is to the gross. Take the four combined and it is 78.6 per cent. They are just serving a special purpose, outside of one of them—that is the Wheeling & Lake Erie; it does a little bit of general business, and handles less than the others, and it is bankrupt.

Mr. LYON. But your thought is that to include those in this general statement in group 3 would mislead what you are trying to show?

Mr. MAXWELL. It does not represent the general business in this great district by any means.

Mr. LYON. In other words, like the short lines, it is not a typical situation?

Mr. MAXWELL. No, sir; it is not.

Mr. LYON. And should be considered by itself when it is to be considered?

Mr. MAXWELL. I do not say how it should be considered. We are just aiming to point out it is not typical; we do not pretend to say how it should be considered.

Mr. LYON. What is the purpose of submitting it this way if you do not think it should be treated separately?

Mr. MAXWELL. The purpose of submitting it in that way?

Mr. LYON. Yes.

Mr. MAXWELL. To show that those six roads do not fairly represent the general conditions of the bulk of the mileage in that territory.

Mr. LYON. That is all.

Redirect examination:

Mr. MINNIS. You have included in that group of six the Wheeling & Lake Erie, which is in the hands of receivers?

Mr. MAXWELL. I have.

Mr. MINNIS. That is all.

The CHAIRMAN. The traffic of those six roads is included also in the proposed increased rates, is it?

Mr. MAXWELL. Yes, sir.

Mr. LYON. I would say to the commission that those are the particular roads against which our complaint is directed.

(Witness excused.)

F. H. DIXON was called as a witness in behalf of the railroads, and having been first duly sworn, testified as follows:

Direct examination:

Mr. PATTERSON. Mr. Dixon, what is your occupation?

Mr. DIXON. I am chief statistician of the Bureau of Railway Economics.

Mr. PATTERSON. What previous experience have you had in connection with accounting or statistical matters?

Mr. DIXON. In the course of the last 10 years I have been from time to time occupied with statistical work in the Census Bureau. In the year 1907–8 I was with the Interstate Commerce Commission, in charge of the tabulation of the intercorporate relationship reports and other assigned work. Since October, 1910, I have been connected with the Bureau of Railway Economics.

Mr. PATTERSON. Did you have prepared, under the supervision of the Bureau of Railway Economics, this paper entitled "Exhibit by railroads, volume No. 4"?

Mr. DIXON. Yes, sir.

Mr. **Patterson.** I desire to offer this in evidence, and will ask the stenographer to mark it as "Exhibit Dixon No. 1."

(The compilations referred to, offered in evidence, were marked "Exhibit Dixon No. 1," and will be found set out in full at the end of this record.)

Mr. **Patterson.** In a general way, what does this exhibit comprise?

Mr. **Dixon.** This exhibit comprises tables which are made up from the returns of railways to the Interstate Commerce Commission and compilations of the commission itself, based upon the returns of the railroads, and includes in one table reports of the Bureau of the Census upon manufacturing industries.

Mr. **Patterson.** It comprises the statistics of how many railways or railway systems?

Mr. **Dixon.** It comprises statistics in all except one table of 49 railways or railway systems.

Mr. **Patterson.** How were those 49 railways or systems selected?

Mr. **Dixon.** Forty-one of those roads were roads which appeared in the statistical tabulation of the commission in the 1910 rate case; the other eight were roads we were instructed by the accounting committee to include in our tabulations.

Mr. **Patterson.** The accounting committee is the committee referred by Mr. Shriver in his testimony yesterday?

Mr. **Dixon.** Yes, sir.

Mr. **Patterson.** How does this compilation of these 49 roads or systems differ from the list of roads which are comprised in the eastern district as classified by the commission?

Mr. **Dixon.** There are three roads included in these tabulations which the commission excludes from the eastern district, or, rather, includes in the southern district—the Norfolk & Western, the Chesapeake & Ohio, and the Kanawha & Michigan. But this tabulation omits a large number of small roads which would be included in a complete tabulation of the eastern district, roads largely which have small operating revenues of $100,000 or more.

Mr. **Patterson.** How does this list of roads, as represented in this book, differ from the list of roads which are comprised in the combined statement of the financial operation of the 36 roads or systems, as offered in evidence yesterday?

Mr. **Shriver.** The 36 roads' statement is made up in a somewhat different fashion. The New York Central has combined its lines both east and west; the Pennsylvania has combined its lines east and west; and there are other combinations of that character.

In our table of western lines those large systems appear separately. That is one difference, which reduces for the statement submitted here yesterday the number of roads included.

Then, our statements being taken from the commission's reports, include the Detroit, Toledo & Ironton, the Coal & Coke, and the Lehigh & New England, whose 10-year statements did not come in in time to be included in the 36 roads statement.

Mr. **Patterson.** They had been requested to furnish 10-year financial statements?

Mr. **Dixon.** Yes, sir.

Mr. **Patterson.** But they had not arrived by Sunday night?

Mr. Dixon. They had not arrived by the time the compilation was made up.

Mr. Patterson. Then I am correct in understanding that if anybody wanted to check up the figures which are contained in these exhibits, they could do so by an examination of the reports on file with the commission?

Mr. Dixon. Yes, sir; the separate operating reports which we have combined into systems from the figures which we have had.

Mr. Patterson. It would be necessary, of course, for anyone making an examination to find out from you, or some representative of the bureau, as to what were the subsidiary lines which were involved in any one of these systems; for example, the Philadelphia & Reading?

Mr. Dixon. Yes, sir. They are all in here on page 2 of the exhibit.

Mr. Patterson. In that connection I desire to say to the commission, and to anybody else, that if they desire to check these tables, verify them in any way, if they desire to find out which were the subsidiary lines, which were taken in the systems; if they will just go to the Bureau of Railway Economics, we have given Dr. Dixon instructions to furnish entire and complete information of those facts to anybody who wants it.

And I will say, in connection with this table, or any other table that is offered in evidence, if anybody can find any errors in them we will be very glad to have them pointed out, because nobody is more interested than we are in seeing that the tables are accurate. We propose to keep checking them from time to time, and propose to give the commission notice of any error we may find in the rechecking.

Mr. Dixon. Before taking up the tables may I explain one thing more?

Mr. Patterson. Certainly; make whatever statement you desire.

Mr. Dixon. On page 2 of the exhibit is shown a list of systems which were used in making up our tabulations: that is, the main road, or titular road, with its subsidiaries. This is the way in which the roads stood on June 30, 1912. In order to make our statistics comparable we carried this method back through 10 years. In other words, if any roads were amalgamated in those 10 years we included in our statistics those roads in the earlier years, even though they were independent. We have a list which can be furnished of those roads which were earlier independent and whose returns are included in these tabulations.

Mr. Patterson. I will call your attention now to the first table, on page 4 of your exhibit. What is that table?

Mr. Dixon. That table is a table entitled "Comparison of increase in population, railway mileage, and railway traffic; railways in the eastern district (that is, the 49 railways) for the fiscal years 1903 to 1912."

Mr. Patterson. Briefly, what does that table show?

Mr. Dixon. That table shows that the population in the eastern district increased 17 per cent from 1903 to 1913; miles of railway line (single track), 6.5 per cent; miles of main track, 15 per cent; and miles of all tracks, 21 per cent. That miles of main track and miles of all tracks having grown at a greater rate than miles of line is significant of the intensive development of eastern railways during the decade.

From 1910 to 1912 the population in the eastern district grew at the rate of nearly 4 per cent; miles of line increased, 1.5 per cent; miles of main track, 3.5 per cent; and miles of all tracks, 4 per cent.

As compared with the increase of 17 per cent in the population of the eastern district between 1903 and 1912 ton-miles increased 53 per cent and passenger-miles increased 42 per cent. In other words, freight traffic increased three times and passenger traffic two and a half times as fast as population. Between 1910 and 1912 freight traffic and passenger traffic both increased at a greater rate than population.

Mr. PATTERSON. What is the eastern district as prescribed by the commission?

Mr. DIXON. Do you want me describe its boundaries?

Mr. PATTERSON. Yes.

Mr. DIXON. The eastern district comprises the region extending from the Atlantic seaboard north of the Potomac and Ohio to a western boundary formed by Lake Michigan, a line drawn from Chicago through Peoria to St. Louis and then down the Mississippi to Cairo.

Mr. PATTERSON. That does not cover exactly the territory covered by the rate increase, does it?

Mr. DIXON. I understand not.

Mr. PATTERSON. If it pleases the commission, Dr. Dixon is prepared to explain, if necessary, the method of ascertaining the population for this eastern district, the method of ascertaining the population for each year. I doubt whether it is necessary to encumber the record with it, but if anybody wants to be advised on that point we will be glad to furnish the information.

Mr. LYON. Is it from the actual census?

Mr. PATTERSON. Explain, Doctor.

Mr. DIXON. The actual census figures for 1900 to 1910 were taken for the eastern district. The figures of individual States were taken first, and then where the district crossed a State line it was taken by counties, and where the larger portion of the area of a county was in the district the entire county's population was included. When the censuses of two years were secured the increase was divided and prorated over the intervening years.

Mr. PATTERSON. I will call your attention to the table on page 6. What is that table?

Mr. DIXON. That table is a compilation of monthly returns of the railways of the eastern district to the Interstate Commerce Commission, showing operating revenues, expenses and income, in the aggregate and per mile of line, for the fiscal years 1910, 1911, 1912, and 1913.

Mr. PATTERSON. I assume the figures as contained in these monthly reports will not correspond to the figures either as to capitalization or revenues contained in the combined 36-road statement; and if so, why not?

Mr. DIXON. There are certain small roads having less than $100,000 revenue annually which are not required to make monthly reports to the Interstate Commerce Commission.

Mr. Patterson. And therefore they are not included?

Mr. Dixon. They are not included in our statement.

Mr. Patterson. But they are included in the combined statement of the 36 roads?

Mr. Dixon. Yes.

Mr. Patterson. I would call your attention also to the fact that the revenue as stated here in the monthly reports to the commission does not include the revenue from outside operations.

Mr. Dixon. No, sir.

Mr. Patterson. But it does in the case of the 36-road statement?

Mr. Dixon. Yes, sir.

Mr. Patterson. What does this table on page 6 show, generally speaking?

Mr. Dixon. The table shows that although the total operating revenues of the eastern railways per mile and operating income per mile were greater in 1913 than in 1912, and greater in 1912 than in 1911, the increase of the two years combined have not been sufficient to bring the operating income of the eastern railways back to the level of the year 1910.

Total operating revenues per mile were greater in 1913 than in 1910 by $2,819, or 13.7 per cent, but the increase in expenses more than balanced this increase in revenue, the result being a decrease in net operating revenue per mile of $127, or 1.8 per cent, and a decrease in operating income per mile of $312, or 5 per cent.

Total operating revenues were greater in 1913 than in 1910 by $181,000,000, operating expenses and taxes were greater by about $194,500,000, and net revenue from outside operations fell off over half a million, so that operating income showed a decrease of more than $14,000,000. This decrease took place in the face of an increase in property investment amounting to more than $600,000,000, as is shown in another statement.

Mr. Patterson. The term "nontransportation revenue" and the phrase "net operating revenue" as used in this table conforms to the Interstate Commerce Commission's definition of those phrases?

Mr. Dixon. Yes, sir; this is an exact copy of the commission's stub in their monthly report form.

Mr. Patterson. And the phrase "property investment" as used here means what?

Mr. Dixon. Property investment means a net cost of road and equipment less accrued depreciation.

Mr. Patterson. And that conforms to the Interstate Commerce Commission's classification?

Mr. Dixon. Yes, sir.

Mr. Patterson. I call your attention to the table on page 7. Will you kindly explain what that table is?

Mr. Dixon. This table simply puts on a per mile basis by months for the years 1910, 1911, 1912, and the nine months of 1913 the operating revenues, expenses, net taxes, and operating income for the roads having annual operating revenues of over $1,000,000. In other words, it is taken from the monthly reports to the Interstate Commerce Commission.

Mr. Patterson. And that brings it up to what date?

Mr. Dixon. Up to September, 1913.

Mr. PATTERSON. I would say in that connection we have made no attempt as yet to go into details in connection with the figures for the fiscal year ending June 30, 1914. That will be done at a little later date when more complete figures are available.

As to your table on page 7, Mr. Dixon, generally speaking, have you made any examination, or are you able to tell whether the operating income for these months of the fiscal year 1914 are greater or less than for the fiscal year of 1913?

Mr. DIXON. It would appear from an examination of those three months that the figures will show a decline as compared with the similar three months of the previous year.

Mr. PATTERSON. What is the figure, let us say, for July, 1913, as compared with July, 1912, the figure of operating income?

Mr. DIXON. The figure of operating income for July, 1913, is $504, against $560 for the previous year.

Mr. PATTERSON. That is per mile of line?

Mr. DIXON. Per mile of line; yes.

Mr. PATTERSON. Have you the figure for August?

Mr. DIXON. For August, $574 in 1913, as against $693 in 1912. For September it is $529 for 1913, as against $609 for 1912.

Mr. PATTERSON. What is the table on pages 9 and 10?

Mr. DIXON. On pages 9 and 10 the table there presented shows a comparison of the rate of return on capital in manufacturing industries—that is, those conducted on a factory basis—and the railways of the United States as a whole.

Mr. PATTERSON. What does that table show?

Mr. DIXON. That table shows that the net return of all the railways of the United States for the year 1910 represented 5.7 per cent upon net investment, road and equipment; whereas the 104 principal manufacturing industries of the United States show a corresponding rate of 11.8 per cent, and the net return for all the manufacturing industries combined was 12 per cent. Both of these rates are twice as great as the rate of return upon railway capital.

Mr. PATTERSON. I suppose it was a practical impossibility for you to get the figures of the manufacturing industries for the eastern district and pick them out and put them against the figures for the railways?

Mr. DIXON. I think it was quite impossible from the figures we had available.

Mr. PATTERSON. Have you any familiarity with the question as to the extent to which these figures showing return on capital invested in manufacturing industries includes the item of depreciation?

Mr. DIXON. I have here on page 11 the instructions of the Census Bureau to its examiners or enumerators who collected the information.

Mr. PATTERSON. What are those instructions?

Mr. DIXON. Shall I read them entire?

Mr. PATTERSON. Are they very long?

Mr. DIXON. They are on page 11: To answer your question specifically, under the head of "expenses" is this statement (which is the instruction given by the Census Bureau):

> Under "expenses" are included all items of expense incident to the year's business, except interest, whether on bonds or other forms of indebtedness, and allowances for depreciation.

Mr. PATTERSON. Then I understand this explanatory note on page 11 comprises the instruction of the Census Bureau to their examiners?

Mr. DIXON. The lower half of it does; yes.

Mr. PATTERSON. Therefore anyone who wants to find how these figures were arrived at can see just by consulting that note.

Now, Mr. Dixon, what do you mean by "railway capital" as used in this exhibit?

Mr. DIXON. I used it in that exhibit to define railway capital as net investment in road and equipment.

Mr. PATTERSON. Does that include the accrued depreciation?

Mr. DIXON. No, sir.

Mr. PATTERSON. You say it does not?

Mr. DIXON. It is less accrued depreciation.

Mr. PATTERSON. In other words, accrued depreciation has been deducted?

Mr. DIXON. Yes.

Commissioner CLEMENTS. I suppose, Mr. Dixon, you have simply transferred or taken to this page No. 9 the figures from the census in regard to these manufacturing industries outside?

Mr. DIXON. Yes, sir.

Commissioner CLEMENTS. There has been no independent investigation of that?

Mr. DIXON. No, sir.

Commissioner CLEMENTS. They are simply census figures you have used?

Mr. DIXON. Yes, sir.

Commissioner CLEMENTS. Have they been verified?

Mr. DIXON. You mean have we verified our transcript of them?

Commissioner CLEMENTS. Yes.

Mr. DIXON. Oh, yes; we have regular methods of checking all our figures in the office. Nothing goes out without a thorough check.

Commissioner CLEMENTS. In what way was the information given to the Census Office verified? Do you know anything about that?

Mr. DIXON. I know they do have quite elaborate systems of checking and vertification, but I can not state that in detail.

The CHAIRMAN. In what way do they get their original information as to the manufacture and the profits?

Mr. DIXON. My impression is—I can not state it positively—that they send out men as well as sending out schedules; they send schedules to the maufacturers, and then they are checked by field agents.

The CHAIRMAN. Is there any obligation upon the manufacturer to fill out that schedule?

Mr. DIXON. I think the law requires it.

Mr. PATTERSON. My remembrance is I have seen those blanks, and that there is a penalty for not furnishing the information by a certain time.

The CHAIRMAN. Is the statement so furnished sworn to?

Mr. PATTERSON. I do not remember whether it was sworn to or not.

Mr. DIXON. I do not know.

Mr. LYON. Do you know whether those figures include the failures, or are those simply the successful manufacturers?

Mr. DIXON. These are the statistics as the Census Bureau publishes them.

Mr. **Lyon**. You do not know whether they gather in the concerns that are failures?

Mr. **Dixon**. I do not know at all.

Mr. **Patterson**. If they have not, it would not be of very much practical value.

Mr. **Lyon**. In the railways we have the successful ones and bankrupts.

Mr. **Patterson**. I assume the Census Bureau must be collecting information of all manufacturing industries; otherwise the people of the United States are spending a great deal of money for not very valuable information.

Mr. **Lyon**. I think myself it is of no value, but I wanted to bring that point out.

Mr. **Brandeis**. One is dead and buried, and the other remains alive in the field.

Commissioner **Myer**. These schedules are not open to the public, Dr. Dixon, are they?

Mr. **Dixon**. I think not.

The **Chairman**. We will take a recess until 2 o'clock.

(Thereupon, at 12.30 o'clock p. m., a recess was taken until 2 o'clock p. m.)

AFTER RECESS.

The commission met, pursuant to recess, at 2 o'clock p. m.

The following additional appearances were entered:

Ernest L. Ewing, Esq., appearing for the Furniture Manufacturers' Association of Grand Rapids, Mich.; Grand Rapids Lumbermen's Association; Grand Rapids Association of Commerce.

William H. Wadhams, Esq., appearing for the New York Produce Exchange.

E. D. Hotchkiss, Esq., appearing for the Chesapeake & Ohio Railway Co. and Chesapeake & Ohio Railway Co. of Indiana.

L. L. Ewing, Esq., appearing for the Natural Ice Association of America.

The **Chairman**. You may proceed, Mr. Patterson.

S. H. **Dixon**, the witness on the stand at the time of taking recess, resumed the stand and testified further, as follows:

Mr. **Patterson**. Referring again to your table on page 10, "Comparison of rate of return on capital, 1910; railways of the United States; the manufacturing industry as a whole; and the 104 principal manufacturing industries in detail," I note that there are 104 principal industries. What is meant by "104 principal industries"? What is that classification?

Mr. **Dixon**. We made an arbitrary selection, in which we included industries that either had a capital value or produced gross returns amounting to $25,000,000 or over, simply to get a separation of the large industries from the relatively small ones.

Mr. **Patterson**. During the recess I think your assistant, Mr. Parmelee, obtained some information from the Census Bureau with reference to a question raised by Mr. Lyon with regard to insolvent manufacturers and corporations.

Mr. Dixon. During recess we secured the following information from Mr. Steuart, chief statistician for manufactures of the Census Bureau. The returns to the Census Bureau are certified to by some responsible officer, but are not under oath. The records are not public. There is a fine for revealing or for inspecting the returns. The returns do not cover corporations that have failed during the census year and have left no record behind. Mr. Steuart states that in the majority of cases the corporations are succeeded in business by other corporations or individuals, in whose possession the record for the full year might be found.

Mr. Patterson. Turn, now, to the table on page 13. What does that represent?

Mr. Dixon. That is a table for the eastern district as distinguished from the other tables, which cover only the 49 railways. It shows the total capitalization, the total capital stock, and the relation of total capital stock to total capitalization with percentage.

Mr. Patterson. What is the substance of that table?

Mr. Dixon. It shows that the ratio of capital stock to total railway capital securities has been falling both in the United States as a whole and in the eastern district. For the railways of the United States this ratio decreased from 48.85 per cent in 1903 to 44.05 per cent in 1910, and from 44.05 per cent in 1910 to approximately 43.60 per cent in 1912. I say approximately, because we have not the total capitalization for 1912, but thus far only have railways having annual operating revenues of over $100,000, the final report to the commission not having yet appeared.

For the railways of the eastern district as a whole the ratio has been higher than that for the United States in most years, but that has been declining. The decrease was from 50.43 to 45.02 per cent in 1910, from which there was a slight increase to 46.17 per cent in 1911.

Mr. Patterson. Do you know which companies it was that caused the increase between 1910 and 1911?

Mr. Dixon. That was caused by the capital stock issues of the New York Central, the Pennsylvania, and the Western Maryland in 1910, and by issues of the Boston & Maine and the Pennsylvania in 1911. Those are the main issues.

Mr. Patterson. I assume that this table of ratio of capital stock to total capitalization includes all capital, whether in the hands of the subsidiary company or the system? In other words, it includes intercorporate holdings.

Mr. Dixon. It is the gross capitalization; yes.

Mr. Patterson. What is the table on page 15.

Mr. Dixon. The table on page 15 shows the average tractive power per locomotive for all locomotives in the service, whether freight, passenger, or switch, for the 49 railways for the fiscal years 1903 to 1912, and the per cent of increase 1912 over 1903.

Mr. Patterson. In a general way what does that table show?

Mr. Dixon. The average tractive power per locomotive increased nearly 34 per cent on eastern railways between 1903 and 1912. Since 1910 there has been an increase of nearly 7 per cent in average tractive power, while the annual average for the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by 15 per cent.

Increases in average tractive power between 1903 and 1912 occurred on each of the 49 railway systems covered by the table. While the increase varied considerably in amount from road to road, there was no exception to the rule of increase during the decade.

Mr. PATTERSON. How did you obtain that average?

Mr. DIXON. By simply dividing the total number of locomotives of all kinds in service on June 30 of the respective years into their aggregate pounds of tractive power.

Mr. PATTERSON. How did you ascertain the average for all of the roads combined?

Mr. DIXON. By taking the total locomotives in service on all roads at June 30 of the respective years and dividing that into the aggregate tractive power in pounds.

Mr. PATTERSON. That is a real average, and is not an average of averages.

Mr. DIXON. No, sir.

Mr. PATTERSON. Turn, now, to the table on page 17.

The CHAIRMAN. Just what is this statement of the increased average tractive power intended to imply in this proceeding?

Mr. PATTERSON. I think its only importance is to give an idea to the commission of the increased ability of the roads to handle traffic. We assume that that question would doubtless be raised in this case. It has been raised in a great many cases before the commission: Whether, in the last few years, the capacity of cars has not been increased, the capacity of trainload has not been increased, the tractive power of the locomotives has not been increased, and therefore it was simply to furnish that information in advance.

Turn to table on page 17, Mr. Dixon.

Mr. DIXON. The table on page 17 shows the average capacity per freight car for the 49 railways for the fiscal years 1903 to 1912, with the increase in capacity in 1912 over 1903.

Mr. PATTERSON. How do you ascertain that average?

Mr. DIXON. The total number of freight cars, not including caboose cars, in service on June 30 of the respective years is divided into the aggregate tons of capacity.

Mr. PATTERSON. That, we assume, includes the cars owned or leased by the particular railroads?

Mr. DIXON. Yes; all cars in service.

Mr. PATTERSON. Therefore it does not include foreign cars temporarily on their lines?

Mr. DIXON. No.

Mr. PATTERSON. In a general way, what does that table show?

Mr. DIXON. It shows the average capacity per freight car has increased 28 per cent on the eastern railways between 1903 and 1912. Since 1910 there has been an increase of over 3½ per cent, while the annual average for the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by nearly 16 per cent.

Increases in average freight-car capacity occurred between 1903 and 1912 upon all but one of the 49 railway systems included in the table. One road shows a stationary record for the decade.

Mr. PATTERSON. Not having any equipment?

Mr. DIXON. I understand so.

Mr. PATTERSON. Refer now to the table on page 19.

Mr. DIXON. The table on page 19 shows the average freight-train load for the 49 railways for the fiscal years 1903 to 1912 and the per cent of increase in this average between 1903 and 1912.

Mr. PATTERSON. And how is the average obtained for each road?

Mr. DIXON. By dividing the revenue freight-train miles plus the revenue mixed-train miles into the aggregate ton-miles.

Mr. PATTERSON. And, in a general way, what is the result of this table?

Mr. DIXON. There has been an increase in the average trainloads, 1912 over 1903, of 30 per cent. This average trainload increased over 6½ per cent from 1910 to 1912, while the annual average of the second half of the decade (1908–1912) shows an increase over the annual average of the first half (1903–1907) of nearly 15 per cent. All but one of the 49 railway systems covered by the statement show increases in average trainloads between 1903 and 1912.

The CHAIRMAN. Can you tell us just what is considered a train under that table?

Mr. DIXON. The roads now make their reports to the commission, following the commission's own classification of what constitutes a train. It is prescribed by the accounting division of the commission. We have simply accepted the figures as contained in that classification.

Mr. PATTERSON. Would you like any further information on that point, Mr. Chairman?

The CHAIRMAN. No.

Mr. PATTERSON. Mr. Dixon, turn to the table on page 21.

Mr. DIXON. This table shows the average load per loaded freight car for the 49 railroads for the years 1903 to 1912, with the increase of 1912 over 1903.

Mr. PATTERSON. And that table is made up how?

Mr. DIXON. That was made by dividing the loaded revenue freight-car miles into aggregate ton-miles.

Mr. PATTERSON. And what, in a general way, does that table show?

Mr. DIXON. That table shows that the average load per loaded freight car increased 19½ per cent on the eastern railways during the decade 1903 to 1912.

This average carload increased slightly from 1910 to 1912, while the annual average of the second half of the decade (1908–1912) shows an increase over the annual average of the first half (1903–1907) of 11 per cent.

All the railways show increases during the 10 years 1903 to 1912 in average load per loaded car.

Mr. PATTERSON. Refer now to the table on page 23.

Mr. DIXON. The table on page 23 is the average freight-car load for the 49 railways for the fiscal years 1903 to 1912. There is a misstatement in the title. It shows 1903 to 1911, and it should be 1903 to 1912. It shows the per cent of increase, 1912 over 1903. This included all cars, loaded and empty, and also caboose cars.

Mr. PATTERSON. What does this statement show?

Mr. DIXON. It shows the average freight-car load, including both loaded and empty cars, increased 15 per cent on the eastern railways from 1903 to 1912; but it remained stationary between 1910 and 1912.

The rate of increase in this average freight-car load was 7 per cent between the first half of the decade (1903–1907) and the second half (1908–1912).

During the decade this average increased upon every one of the 49 railways covered by the table. Between 1910 and 1912 there were increases on more than half the railways.

Mr. PATTERSON. What does the table on page 25 show?

Mr. DIXON. The table on page 25 shows the total number of cars per freight train for the 49 railways for the fiscal years 1903 to 1912, and the per cent of increase from 1912 over 1903.

Mr. PATTERSON. This was obtained how?

Mr. DIXON. By dividing the sum of revenue freight and mixed train-miles into aggregate revenue freight car-miles, including loaded, empty, and caboose.

Mr. PATTERSON. What is the result of the table?

Mr. DIXON. It shows an increase of 12 per cent in total number of freight cars per train on the eastern railways between 1903 and 1912.

The total number of cars per train increased more than 6½ per cent between 1910 and 1912, while the annual average of the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by nearly 7 per cent.

Forty-two of the 49 railway systems covered by the table increased their average of total number of cars per train between 1903 and 1912.

Mr. PATTERSON. Turn now to the table on page 27.

Mr. DIXON. The table on page 27 shows the number of loaded cars per freight train for the 49 railways for the fiscal years 1903 to 1912, and the per cent of increase of 1912 over 1903.

Mr. PATTERSON. Those figures were obtained how?

Mr. DIXON. By dividing the sum of revenue freight and mixed train-miles into aggregate loaded revenue freight car-miles.

Mr. PATTERSON. And what is the result of that table?

Mr. DIXON. The result shows that there was an increase of 8 per cent in the number of loaded freight cars per train on the eastern railways between 1903 and 1912.

Loaded cars per train increased over 5¼ per cent between 1910 and 1912, while the annual average of the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by more than 2½ per cent.

The proportion of loaded to total freight cars per train slightly decreased during the decade. While the total number of cars per train was 30.3 in 1903—using the two tables in combination—and the number of loaded cars per train, 20.7, or about 68 per cent of the total, the number of loaded cars per train in 1912 represented 22.4 out of a total 34 cars per train, or about 66 per cent, a decline of 2 per cent in the number of loaded cars. Forty-one of the 49 railway systems covered by the table increased their average number of loaded cars per train between 1903 and 1912.

Mr. PATTERSON. What does the table on page 29 show?

Mr. DIXON. It shows the average receipts per ton-mile for the 49 railway systems for the fiscal years 1903 and 1912, and the per cent of increase of 1912 over 1903.

Mr. PATTERSON. How did you deal with the situation of freight revenue per ton per mile and the revenue from outside operations prior to July 1, 1907, as included in the commission's statistics?

Mr. DIXON. We simply accepted commission figures and the commission's method of computation. The return for some of the railways of freight revenue per ton per mile prior to July, 1907, included some switching revenue, but we were informed, upon inquiry of the commission, that, generally speaking, the noncomparability of the figures prior to and subsequent to 1907 is fairly negligible.

Mr. PATTERSON. I notice some differences between the figures in this table and the figures which were submitted in the combined statement of the 36 systems yesterday. Have you any idea what that difference may be due to?

Mr. DIXON. I think it is partly due to the differences which I explained this morning, that we have included three roads, the Detroit, Toledo & Ironton, the Coal & Coke, and the Lehigh & New England, which are not included in the 36 systems. We have omitted some relatively unimportant subsidiaries which the other systems have included in their 10-year statement. It is also true that some roads have adjusted their figures since 1907 to make their average receipts per ton per mile correspond with the period previous to that time.

Mr. PATTERSON. Will you kindly, in the course of the next few weeks, make further investigation into that and see whether there are any other bases for the differences?

Mr. DIXON. Yes, sir.

Mr. PATTERSON. In a general way, what does that table of receipts per ton per mile show?

Mr. DIXON. The average receipts per ton per mile of the eastern railways decreased from 0.653 cent in 1903 to 0.617 cent in 1912, or 5.5 per cent; from 0.619 cent in 1910 to 0.617 cent in 1912, a slight decrease; from an annual average of 0.647 for the first half of the decade (1903–1907) to an average of 0.622 cent for the second half (1908–1912), or a decrease of 3.9 per cent.

About three-fourths of the 49 railway systems show decreases in average receipts per ton per mile between 1903 and 1912, the ratio of decrease being relatively high in some instances. Comparing 1912 with 1910, nearly half of the railroads show decreases.

Mr. PATTERSON. Refer now to your next table on page 31.

Mr. DIXON. The table on page 31 shows the average receipts per passenger-mile for the 49 railways for the fiscal years 1903 to 1912, and the increase and decrease of 1912 as compared with 1903.

Mr. PATTERSON. In a general way, what does that table show?

Mr. DIXON. That table shows the average receipts per passenger-mile of the eastern railways decreased from 1.847 cents in 1903 to 1.806 cents in 1912, or 2.2 per cent; increased from 1.755 cents in 1910 to 1.806 in 1912, or 2.9 per cent, and decreased from an annual average of 1.824 cents for the first half of the decade (1903–1907) to an annual average of 1.771 cents for the second half (1908–1912), or 2.9 per cent.

Mr. PATTERSON. There is the same thing with reference to this table in comparison with the 36-road statement as before.

Mr. DIXON. A comparison of the two statements shows that this runs very close to the figure in the 36-road statement. There is not the same variation that there is in the ton-miles.

Mr. PATTERSON. But there is a difference in the make-up of these statements?

Mr. DIXON. Yes.

Mr. PATTERSON. And your last table, on page 33?

Mr. DIXON. The last table is the aggregate compensation to employees, excluding general officers, for the 49 railways for the fiscal years 1903 to 1912, and the increase of 1912 over 1903.

Mr. PATTERSON. That table represents what class of employees?

Mr. DIXON. All employees except general officers.

Mr. PATTERSON. What is the result of that table?

Mr. DIXON. That table shows that the aggregate compensation to employees, excluding the general officers, increased from $364,000,000 in 1903 to $567,000,000 in 1912, or 56 per cent. The amount of increase between 1910 and 1912 was $57,000,000, and the rate of increase, 11 per cent, while the annual average for the second half of the decade (1908–1912) was greater than the annual average for the first half (1903–1907) by $95,000,000, or 23 per cent.

With a single exception, every railway covered by the table expended a greater amount of compensation to employees in 1912 than in 1903.

Mr. PATTERSON. That table is, of course, gross amount of wages paid and does not purport to show any increases in particular classes of employees.

Mr. DIXON. No; none at all. It is gross payment.

Mr. PATTERSON. A detailed study of the increases as to particular classes of employees will be presented at a later date.

The CHAIRMAN. This table makes no distinction between the several years as to the number of men employed?

Mr. PATTERSON. No; none at all. It is just the gross amount paid in wages; that is all. I have no further questions of Mr. Dixon at this time. He can be recalled at a later date.

Mr. LYON. Have you any information which would show the increase in the load per car from 1903 to 1912 of special equipment, such as coal equipment?

Mr. DIXON. That could not be obtained from the Interstate Commerce figures. Such material could possibly be obtained by a direct application to the individual roads.

Mr. LYON. Nor have you any information as to the increase in tare weight of equipment as compared with its capacity?

Mr. DIXON. No, sir.

The CHAIRMAN. That seems to be all with Mr. Dixon at this time.

Mr. BUTTERFIELD. If the commission please, in Mr. Willard's opening statement, you will recall, he said that it was hoped to secure the pending advance by a general increase of 5 per cent in the rates throughout the territory, preserving as far as possible the existing competitive adjustment as between localities. In the detailed preparation of the tariffs upon that point it seemed to be necessary to make some slight departures from a literal 5 per cent advance, and it was thought that the record ought to show, in a general way, the extent of those departures and the character of them. For that purpose we expect to call at this time, if it meets with the approval of the commission, Mr. McCain, chairman of the Trunk Line Association, who had charge of the preparation of the tariffs in trunk-line territory and to the west; Mr. Morris, chairman of the Central

Freight Association territory, who had charge of the preparation of tariffs in that territory and eastbound; Mr. Large, who will describe the situation with respect to coal, coke, and ore in eastern territory; and Mr. Ingalls, who will describe the situation in respect to coal in Ohio, Indiana, and Illinois.

Mr. C. C. McCain was called as a witness by and on behalf of the railroads, and having been first duly sworn, testified as follows:

Mr. Butterfield. Mr. McCain, you are chairman of the Trunk Line Association?

Mr. McCain. Yes, sir.

Mr. Butterfield. And you have been for many years?

Mr. McCain. For six years.

Mr. Butterfield. Did you have general charge and supervision of the preparation of the tariffs covering rates in trunk-line territory, and from that territory to the west, which are pending in this investigation?

Mr. McCain. Yes. The bases of all such rates were created in my office.

Mr. Butterfield. Take up first the class and commodity rates and domestic and import rates from trunk-line territory to the western termini and to Central Freight Association territory. In the first place I will ask you about the minima which were observed. As I understand it, in respect to rates which were prescribed by reference to the ton, a minima of 5 cents was observed.

Mr. McCain. Five cents; yes, sir.

Mr. Butterfield. With respect to rates where the rate was expressed in cents per hundredweight, a minima of one-quarter of 1 cent was observed?

Mr. McCain. Yes.

Mr. Butterfield. How did you deal with fractions in the computation of the proposed advances and decimals of a cent?

Mr. McCain. In figuring out the per ton fractions of 1 cent per ton were to be disposed of by dropping forty-nine one hundredths of 1 cent or less and increasing fifty-one one hundredths or more, and in publishing revised commodity rates of cents per hundred pounds the decimal of one-tenth cent was employed, taking the nearest 10.

Mr. Butterfield. As a general proposition, the rates on classes as they are published to-day in trunk-line territory, are not carried to one-tenth of a cent, are they?

Mr. McCain. The present rates; no, sir.

Mr. Butterfield. So that in respect to this proposed advance that is the only change in the present system, in that you are expressing the rates now in tenths of a cent?

Mr. McCain. In tenths of a cent; yes, sir.

Mr. Butterfield. If the next figure in the decimal equalled or exceeded 5, you called it another tenth?

Mr. McCain. Precisely.

Mr. Butterfield. And if it was less than 5, you dropped it?

Mr. McCain. Dropped it; yes, sir.

Mr. Butterfield. So that, speaking of the rate from New York to Chicago, first class, which is at present 75 cents, if we multiply that by 5 per cent, we have the figure of 78.75.

Mr. McCain. Yes, sir; actual.

Mr. Butterfield. And in applying the disposition of the decimals that you have referred to, the new rate becomes 78.8 cents, first class?

Mr. McCain. Yes, sir.

Mr. Butterfield. With respect to the rates from Philadelphia and Baltimore, westbound, to points beyond the termini of the trunk lines, as I understand it at the present time, they are certain differentials in cents per hundred pounds under the New York rate?

Mr. McCain. Yes, sir.

Mr. Butterfield. For example, the Philadelphia rate is 6 cents, first class, under the New York rate?

Mr. McCain. Yes.

Mr. Butterfield. And the Baltimore rate is 8 cents, first class, under New York.

Mr. McCain. Yes, sir.

Mr. Butterfield. And in the proposed advances, having discovered that the New York to-Chicago rate, first class, was to be 78.8, what did you prescribe for the rate from Philadelphia to Chicago, first class?

Mr. McCain. Six cents less, preserving the same relation that exists under the present rate.

Mr. Butterfield. So that the percentage of advance from Philadelphia to New York is not exactly 5 per cent?

Mr. McCain. Not exactly; no, sir.

Mr. Butterfield. But the proposed advances preserve the existing port differentials in cents per hundred pounds?

Mr. McCain. Yes, sir.

Mr. Butterfield. In making the rate from New York to points in Central Freight Association territory, which are to-day based upon a percentage of the New York to Chicago rate, has the existing percentage of the New York-Chicago rate, as advanced, been preserved?

Mr. McCain. Yes, sir; identically.

Mr. Butterfield. So that having learned the rate from New York to Chicago under the proposed tariffs, the rate from New York to Detroit, for example, will be found to be 78 per cent of it. Is that right?

Mr. McCain. I was not sure about the percentage. It is 78 per cent.

Mr. Brandeis. At the present percentage?

Mr. Butterfield. Yes. So that in that case the percentage of advance in rates from New York to Detroit will be slightly different from 5 per cent.

Mr. McCain. It will vary; yes, sir; on some classes one way and on some classes in another way.

Mr. Butterfield. I will ask you if you have made an investigation of that general situation which shows that the variations from the strict 5 per cent are sometimes above and sometimes below?

Mr. McCain. Yes.

Mr. Butterfield. With respect to the rates from points in the interior in trunk-line territory, as for example, Syracuse, N. Y., to points in Central Freight Association territory, which are to-day made by a percentage calculation based on the rate from New York to Chicago; state whether those percentages have been preserved?

Mr. McCain. Yes, sir; the existing relations under the present rates have been preserved.

Mr. Butterfield. So that there again will be shown a slight departure from a literal 5 per cent advance.

Mr. McCain. There will be variations slightly above and slightly below 5 per cent.

Mr. Butterfield. The differentials I have referred to in favor of Philadelphia and Baltimore under New York, applying on rates from New York to Chicago, are applicable also on rates from New York to interior points in Central Freight Association territory, are they not?

Mr. McCain. Yes, sir.

Mr. Butterfield. In proposing the new rates these differentials have been also preserved in cents per hundred pounds. Is that so?

Mr. McCain. Yes; that is correct.

Mr. Butterfield. There are also so-called differential routes by which freight moves from New York to Chicago and Central Freight Association territory, which have rates a certain number of cents per hundred pounds under the all-rail or the standard routes. Is that so?

Mr. McCain. Yes.

Mr. Butterfield. How did you deal with the differential routes in the proposed advance?

Mr. McCain. The same differential relation between the differential routes was retained in the advanced rates as under the present rates.

Mr. Butterfield. In cents per hundred pounds?

Mr. McCain. In cents per hundred pounds.

Mr. Butterfield. I will ask you to state, Mr. McCain, what was done with reference to rates between points in trunk-line territory; for example, from New York to Syracuse?

Mr. McCain. They were all advanced 5 per cent.

Mr. Butterfield. That is to say, they were not based upon any other rates, but they each stand upon their own basis?

Mr. McCain. Very largely.

Mr. Butterfield. And the computation of 5 per cent was made for those advances?

Mr. McCain. Uniformly.

Mr. Butterfield. What was done with the ex-lake grain rates from Buffalo to New York?

Mr. McCain. They were advanced 5 per cent.

Mr. Butterfield. What about the so-called f. o. b. rates from Buffalo?

Mr. McCain. They were also advanced 5 per cent.

Mr. Butterfield. Dealing with the decimals in the way that you have described.

Mr. McCain. The same as before; yes; and retaining the differential relations.

Mr. Butterfield. If the commission please, we have some tables which will briefly illustrate these departures from the strict 5 per cent mathematical calculation. We have not copies of them at this time, and if counsel on the other side and the commission desires to have them, we will be glad to have them printed and furnished. They are merely illustrative of what Mr. McCain has stated.

Mr. **Brandeis.** I would be glad if you would furnish us with a copy.

Mr. **Butterfield.** We will arrange to have those printed. I think you may cross-examine Mr. McCain.

Mr. **Johnson.** As I understand it—and of course we all understand it—the purpose of the new tariffs is to furnish increased revenues which the railroads claim are necessary for their purposes. In order to serve that purpose I understand that all rates over $1 were increased by 5 per cent and rates that were under $1 were increased 5 cents. That is right, is it not?

Mr. **McCain.** Over $1?

Mr. **Johnson.** One dollar or over.

Mr. **Butterfield.** You are speaking now of rates that refer to tons.

Mr. **Johnson.** Yes. All tonnage rates of a dollar or over were increased 5 per cent.

Mr. **McCain.** You are speaking of rates that are expressed per ton?

Mr. **Johnson.** Yes.

Mr. **McCain.** Yes. You refer to the application of the minimum of 5 per cent.

Mr. **Johnson.** Those rates under $1, expressed in tons, were increased 5 cents.

Mr. **McCain.** Five cents; yes, sir; that would be so.

Mr. **Butterfield.** If any one of those rates at that time or now, was already too high, you did not take that into consideration at all; that is, if you can conceive of any rate being too high, but you just added this increase to the existing rate. You did not attempt to differentiate between rates which might or might not be already too high and objectionable to the shippers?

Mr. **McCain.** No, sir; we did not.

Mr. **Johnson.** And if that advance takes place, such rates if too high now are 5 cents higher than they were.

Mr. **McCain.** Yes.

Mr. **Johnson.** And 5 cents advance——

Mr. **McCain.** If the present rates are unreasonable, the new rates are 5 cents more so.

Mr. **Lyon.** These rates as issued by you are the result of an agreement between the carriers?

Mr. **Patterson.** I did not catch that question. I will ask the stenographer to repeat it.

(The reporter read the pending question as follows:)

"These rates as issued by you are the result of an agreement between the carriers?"

Mr. **McCain.** I do not say that they are an agreement between the carriers. It is a cooperative action of the carriers, but no agreement covers the action that I know of.

Mr. **Lyon.** What instructions did you receive about preparing these rates?

Mr. **McCain.** The conclusion was reached by the people who manage these properties that an advance should be arranged for, and through the various departments of the various roads the arrangement was made.

Mr. LYON. And these various departments reported to you as the joint agent of the carriers?

Mr. MCCAIN. There was no reporting. The Trunk Line Association is an organization where matters of common interest of this sort are handled for expeditious, economic, and various other reasons.

Mr. LYON. Is that an organization to which all of the railroads in this territory are a party?

Mr. MCCAIN. No, sir.

Mr. LYON. Did you issue tariffs applicable on any line which was not a party to the association?

Mr. MCCAIN. I do not issue tariffs from my office. As I said at the beginning, we simply provide the basic data for the construction of tariffs.

Mr. LYON. After you prepared the form of the tariffs or the amount, did you forward copies to each of the railroads in this territory?

Mr. MCCAIN. The basic figures; for illustration, take the New York-Chicago rates, would be furnished to every eastern carrier. and they themselves would know what to do with the rest.

Mr. LYON. And so far as you know they have applied the basis which you furnish to them in the making of the rates which are now under suspension?

Mr. MCCAIN. So far as I know; yes, sir.

Mr. LYON. You do not know of any exception to that, do you?

Mr. MCCAIN. I do not.

Mr. PATTERSON. Will you also prepare and file, if you have not done so, a list of any rates that were not advanced? For instance, I know the anthracite coal rates were not advanced.

Mr. MCCAIN. That is not in our office.

Mr. PATTERSON. If there are any on merchandise, so that everybody will clearly understand the situation.

Mr. MCCAIN. I do not recall any.

Mr. LYON. There is one that I could inform you about.

Mr. BUTTERFIELD. Will you let us have it?

Mr. LYON. No. I am not on the stand. Why were not the anthracite rates included in making this calculation or basic proposition that you speak of?

Mr. MCCAIN. I am not competent to answer that. The question of coal traffic is not dealt with in the Trunk Line Association as such.

Mr. LYON. Where is it dealt with?

MCCAIN. By the individual roads, as I understand it.

Mr. LYON. Do you understand that they have an agent who makes advanced rates?

Mr. BUTTERFIELD. We will call a witness with regard to coal rates, and he will be able to answer the questions of Mr. Lyon on the subject of coal.

Mr. LYON. I will ask the stenographer to repeat the question as far as I have gone.

(The reporter read the pending question, as follows:)

"Do you understand that they have an agent who makes advanced rates——"

Mr. LYON. Do you understand that they have an agent who makes advanced rates on coal?

Mr. MCCAIN. I do not; no, sir.

Mr. Lyon. You do not know of any such organization?

Mr. McCain. No, sir.

Mr. Lyon. Do you understand that the carriers make them separately?

Mr. McCain. Yes.

Mr. Butterfield. What was the situation with respect to the rates interior in New England? Is there any advance in those rates generally pending in this investigation?

Mr. McCain. The westbound rates from Boston and interior New England points to points beyond Albany and the Hudson River are embraced in this advance. The interior New England rates are undergoing, as I understand, a readjustment in themselves.

Mr. Butterfield. In other words, they are the subject of a separate inquiry by the commission?

Mr. McCain. By the commission and by the State commission. They were not included in this general advance at the time.

Mr. Brandeis. That is limited to Boston & Maine rates.

Mr. McCain. I am not so sure of that.

Mr. Brandeis. I say that because I know it is.

Mr. McCain. The situation at the time was such that the structure generally westbound from New England was not included in this general advance. The rates to points west of Albany have all been advanced, both by the standard and differential routes.

Commissioner **Harlan.** What about the eastbound rates?

Mr. McCain. I am not so sure about that. Mr. Morris can explain that.

Mr. Butterfield. They have all been advanced. The exception is the interior of New England.

Commissioner **Harlan.** The witness has been speaking of the westbound rates.

Mr. Butterfield. Yes; and that is because he deals with that specialty.

Commissioner **Clements.** Do any of the tariffs that are under suspension and investigation here carry State rates—rates between points within a given State?

Mr. McCain. I think there are some; yes, sir; but I do not know to what extent.

Commissioner **Clements.** Is that generally so, or are they generally simply interstate rates?

Mr. McCain. The majority are interstate rates, but a good many tariffs cover both.

Commissioner **Clements.** Did the carriers involved increase the rates on State movement?

Mr. McCain. Yes, sir. They adjusted their local rates, whether they were interstate or State.

Commissioner **Clements.** And some of them are carried in these tariffs filed here?

Mr. McCain. Yes.

Commissioner **Clements.** There was a uniform increase on the same basis that you have described, whether State or interstate?

Mr. McCain. Yes.

Commissioner **Clements.** Is there anything with regard to import or export business?

Mr. **McCain**. Yes, sir; the import rates from the Atlantic seaboard were treated precisely the same as the general westbound rates.

Commissioner **Clements**. How about export?

Mr. **McCain**. Export rates have been advanced.

Commissioner **Clements**. On the same basis?

Mr. **McCain**. Yes.

Mr. **Brandeis**. How have you treated those State rates which were limited by State statutes or by order of a State commission?

Mr. **McCain**. I do not know that I can answer you in detail on all those matters. My impression is that they were all advanced.

Mr. **Brandeis**. Regardless of the local law or the order of the State commission?

Mr. **McCain**. Yes.

Mr. **Butterfield**. I might say if there are any such rates, and I do not know that there are, they have been suspended voluntarily since the suspension prescribed by the commission here, so that they are all now under suspension.

Mr. **Patterson**. In those States where there is no machinery for suspension of rates the carriers have provided for the rates not going into effect until this matter was settled by the Interstate Commerce Commission. They are all awaiting this decision.

Mr. **Brandeis**. What disposition has been made of those rates which have been prescribed by some order of this commission?

Mr. **Butterfield**. The tariffs have been filed here with the proposed advance and the commission has been advised that there are such cases. It was understood that if the question was determined in our favor a separate application would be made with respect to those cases for a modification of the order.

Mr. **Brandeis**. Are you proposing to put in some summary of that addition in addition to Mr. McCain's testimony showing precisely what rates have been raised and what rates have not, and what the limitations are?

Mr. **Butterfield**. No; we are not. It would be a very voluminous publication. We will be very glad to print a summary of Mr. McCain's statement, which will perhaps be somewhat more elaborate than the statement he is giving on the stand.

Mr. **Brandeis**. I would be very glad to have a copy of that. Are the anthracite rates the only rates which have not been made the subject of the 5 per cent advance?

Mr. **Butterfield**. As a general proposition I think that is so.

Mr. **Johnson**. For the purposes of the record I wish you would state what course is contemplated to be followed, for example, in connection with the Pittsburgh district lake cargo rates?

Mr. **Butterfield**. Mr. Large will be called in a few minutes, and he will deal with that situation.

Mr. **Johnson**. I thought we had better get a statement from counsel than from the witness.

Mr. **Butterfield**. The proposition is an advance of rates of 5 cents a ton from all districts, preserving the regional differential, and we expect, in case the commission should find as a general proposition that we are entitled to the advance, to ask the commission to modify its order, if there is any order, affecting existing rates.

Mr. JOHNSON. That is, you would propose to void the order made a year or more ago as to the length of time that order then made should prevail or be in effect?

Mr. BUTTERFIELD. We should ask the commission to modify its order to such an extent as would permit this advance so as to preserve the existing differential and existing competitive relations. That is our proposition.

Commissioner CLEMENTS. I have heard various statements or suggestions, from time to time, since these rates were filed as to the question of whether it was a uniform 5 per cent advance, an average 5 per cent advance, etc. I suppose your familiarity with this matter would enable you to answer approximately as to what is the greatest percentage of increase on any commodity.

Mr. McCAIN. I have made no computation as to commodities, except roughly, on this statement, which I claim is typical of rates from the east to the western percentage points; that, Chicago and the other related points, there are 240 advances, and whether it is 5 per cent, or a trifle over or a trifle under, I find it is about equally divided as to those over 5 per cent and those under 5 per cent. The variation in the majority of cases is very small. This is not very representative of the actual result. As I contend, the only way that you could get a fair and satisfactory result to show the effect of these variations would be to take the tonnage movement and apply the old rate to that tonnage as well as the new rate to see what the effect is.

Commissioner CLEMENTS. Do the 240 units or differences that you mention relate to commodities?

Mr. McCAIN. No, sir; only to classes.

Mr. BRANDEIS. What is the largest percentage, and what is the smallest percentage?

Commissioner CLEMENTS. It has been stated in some roundabout way that some of those advances amounted to 40 per cent. Do you know about that?

Mr. McCAIN. I can conceive how that is possible. If you take a small rate per ton and put 5 cents on it, our minimum, you will get 40 per cent advance.

Commissioner CLEMENTS. Take a short haul per ton rate, which would be 15 cents, and add 5 cents to that——

Mr. McCAIN. Yes, sir; that would happen.

Commissioner CLEMENTS. Is it likely there are many instances of that sort?

Mr. McCAIN. I think not; and where they are, the traffic is very small. I would like to be in a position to show what these figures mean in the average, but my own feeling is, taking the merchandise traffic as a whole, that no computation we could make would be better to preserve our rate scheme; that we are as close to 5 per cent under this method as it would be possible to get under any method.

Mr. LYON. There is nothing less than 5 per cent. That is settled.

Mr. McCAIN. Yes there is.

Mr. BUTTERFIELD. There are plenty of them less than that. Le me call your attention to this table which you hold in your hand. What are the class rates from the Syracuse-Rochester district to Cleveland? Have you that before you?

Mr. McCAIN. Yes.

Mr. BUTTERFIELD. What was the advance there? What is the proposed advance in percentage, first class?

Mr. McCAIN. Are you referring to the Syracuse-Cleveland movement?

Mr. BUTTERFIELD. No; I refer to the Syracuse-Rochester to Cleveland. What is the lowest percentage advance?

Mr. McCAIN. 8.61 per cent.

Mr. BUTTERFIELD. Eight sixty-one one hundredths per cent?

Mr. McCAIN. Yes.

Mr. BUTTERFIELD. What is the percentage of advance in the other classes? Just read that second class.

Mr. McCAIN. Second class, 9.68 per cent; third class, 13.48 per cent; fourth class, 14.38 per cent; fifth class, 12.14 per cent; and sixth class, 9.17 per cent.

Mr. BUTTERFIELD. Can you explain how it happens that there is such a variation in the different classes in the percentage of advance?

Mr. McCAIN. That arises from preserving the New York-Chicago basis and applying the 71 per cent of the new rate. That produces that result.

Mr. BUTTERFIELD. In other words, you have advanced the New York-Chicago rate to 78.8 first class?

Mr. McCAIN. Yes.

Mr. BUTTERFIELD. Then to get the rate from New York to Cleveland you take the percentage, which we will say is 70 per cent, of the New York-Chicago rate to get the rate from New York to Cleveland?

Mr. McCAIN. Yes, sir.

Mr. BUTTERFIELD. And you take perhaps 60 per cent of the rate from New York to Cleveland to get the rate from Rochester to Cleveland?

Mr. McCAIN. Yes. I think from Syracuse it is slightly different.

Mr. BUTTERFIELD. It comes from that method of computation?

Mr. McCAIN. Yes.

Mr. BUTTERFIELD. In that same group, or the last group, in that block, what does W. M. S. P. T. mean?

Mr. McCAIN. Williamsport and Cumberland group to Cleveland.

Mr. BUTTERFIELD. What is the advance in percentage, first class?

Mr. McCAIN. 4.88.

Mr. BUTTERFIELD. Second class?

Mr. McCAIN. 6.57.

Mr. BUTTERFIELD. Third class?

Mr. McCAIN. 2.50.

Mr. BUTTERFIELD. 2½ per cent?

Mr. McCAIN. Yes.

Mr. BUTTERFIELD. And fourth class?

Mr. McCAIN. 5.79; fifth class, 7.5; sixth class, 2.86. The rate from Williamsport to Cleveland was not increased 5 per cent. It was arrived through our percentage method of constructing rates, and that is the result of the percentage advance from Williamsport to Cleveland.

Mr. BUTTERFIELD. In other words, there was the option of abolishing all the existing percentage groups and formulae, by which traffic men generally and shippers know what the rates are between points when they get the basing rate from New York to Chicago; they had the option of abolishing that altogether or preserving it; they did preserve it, and it results in these variations in the percentage advance.

Commissioner CLEMENTS. Have you made any calculation as to what would be the net, final, or gross result on the basis of last year's business, or any other basis?

Mr. MCCAIN. I have not. I have not the facilities in my office to do that. All I could do would be to make a very general calculation on the competitive traffic moving from the seaboard to the west, and that would by no means cover the entire traffic. To get what you have in mind, it would seem to me to be necessary to apply the old rates to all the traffic that has been affected by the new rates to get the difference.

Commissioner CLEMENTS. You know how far you have gone. Have you made an approximate estimate?

Mr. MCCAIN. I have made one or two calculations on some commodities to see the effect of it where the traffic goes to certain points in the west, a percentage group, by applying the old and new rates, and I found in one instance that the average came out 5.3 per cent on quite a large amount of traffic. That was simply a test. My own view is that our method is as near a 5 per cent basis as it is possible to reach.

Commissioner CLEMENTS. You have no idea what gross sum it would produce.

Mr. MCCAIN. I have not; no, sir.

Mr. BUTTERFIELD. We have estimated that if you compute 5 per cent on the gross freight revenue of the lines involved you would have a sum between forty and fifty million dollars. We have no way of knowing what the exact amount would be by the application of these rates without making the application to the waybills.

Mr. PATTERSON. That gross revenue includes a great many millions of revenue from the anthracite traffic, which is not affected by the increase.

Mr. BRANDEIS. Have you made any calculations, Mr. Butterfield, on any particular or specific commodity?

Mr. BUTTERFIELD. On commodities or groups?

Mr. BRANDEIS. Yes.

Mr. BUTTERFIELD. No; we have not.

Mr. BRANDEIS. Not in respect to freight moving between any particular points?

Mr. BUTTERFIELD. So far as I know no such statement has been made. That is all we wish of Mr. McCain.

Mr. E. MORRIS was called as a witness by and on behalf of the railroads, and being first duly sworn, testified as follows:

Mr. BUTTERFIELD. Mr. Morris, you are chairman of the Central Freight Association, so called?

Mr. MORRIS. Yes.

Mr. BUTTERFIELD. And, as such, have had general supervision of the preparation of the tariffs, which prescribe the proposed advances now under investigation?

Mr. MORRIS. I can say we promulgated the announcement individually made by every carrier in the territory; that it was their purpose to advance the rate on a certain basis.

Mr. BUTTERFIELD. In other words, through your office the respective carriers were advised what action each carrier was to take.

Mr. MORRIS. As an aggregate they considered the proposition and they individually announced what they were prepared to do. We segregated their announcements and promulgated it in regular form.

Mr. BUTTERFIELD. So that in that capacity you have knowledge of what has been done?

Mr. MORRIS. Yes.

Mr. BUTTERFIELD. I want to speak first of the disposition that was made of fractions. Mr. McCain has described the practice with reference to the trunk line and westbound rates. Did you deal with fractions in the same way for the classes?

Mr. MORRIS. On the classes and the commodities.

Mr. BUTTERFIELD. With the exception of rates from Canada?

Mr. MORRIS. With the exception of rates from Canada.

Mr. BUTTERFIELD. And with respect to the rates from Canada the fractions are dealt with in this way, if I understand it, twenty-five one-hundredths of 1 cent is dropped.

Mr. MORRIS. Twenty-five one-hundredths of 1 cent and less is dropped.

Mr. BUTTERFIELD. From twenty-six one-hundredths to seventy-five one-hundredths of 1 cent it is treated as half a cent?

Mr. MORRIS. Yes.

Mr. BUTTERFIELD. And decimals of seventy-six one-hundredths of a cent and over are treated as another cent?

Mr. MORRIS. Yes.

Mr. BUTTERFIELD. And that applies only to the rates from Canada.

Mr. MORRIS. To the rates from Canada only.

Mr. BUTTERFIELD. I will ask you first with reference to rates in Central Freight Association territory, so called, but I will ask you to preface that statement by a definition of the boundaries of the territory. It would be well to have it in the record here showing how it is to be understood in this general advance.

Mr. MORRIS. It includes rates applying within territory circumscribed by a line drawn from Niagara Falls through Buffalo and south shore of Lake Erie to Toledo; thence via Detroit and St. Clair Rivers to Port Huron, Mich.; thence via the western boundary of Lake Huron to Mackinaw City, Mich.; thence via the northern shore of Lake Michigan to Manistique, Mich.; thence via the western shore of Lake Michigan, including points located on western shore of Green Bay (Menominee to Green Bay, inclusive); thence via western shore of Lake Michigan, from Manitowoc to the Illinois-Wisconsin State line (including Milwaukee rate points); thence via said State line to Mississippi River; thence southwardly via west bank of Mississippi River to the Ohio River; thence eastwardly via south bank of Ohio River to Cincinnati; thence via the Chesapeake & Ohio Railway to Charleston, W. Va.; thence northward via Kanawha & Michigan Railway to the Ohio River; thence via south bank of Ohio River to Wheeling, W. Va.; thence via Baltimore & Ohio Railroad to Pittsburgh, Pa.; thence northwardly through Butler and Foxburg, Pa., and the Allegheny River to Salamanca; thence northwardly to Buffalo, N. Y., also including points located on said line.

Mr. BUTTERFIELD. So that territory you have just bounded includes one important area, namely, the northwestern part of the

State of Illinois, which was not included by Mr. Dixon in his description of the eastern district.

Mr. Morris. Yes.

Mr. Butterfield. To begin with, when you faced the problem of prescribing a 5 per cent advance in the rates within this territory you have just described, you had in use there what is known roughly as the Central Freight Association scale, a so-called yardstick which rate clerks used in checking in rates between the points in that territory. Is that right?

Mr. Morris. That is commonly known as Central Freight Association mileage scale. It covers mileages from 1 to 450 miles. There are distances that exceed 450 miles. There are scales within the territory that vary from that established scale.

Mr. Butterfield. Nevertheless, to start with, you do have what you call the Central Freight Association mileage scale.

Mr. Morris. Yes.

Mr. Butterfield. And that Central Freight Association scale specifies the rate for each class which will be applicable for the various distances included in it?

Mr. Morris. Yes.

Mr. Butterfield. And if you decide that the proper distance between two points in that territory is 50 miles, you look at the Central Freight Association scale, so called, and it will give you the rate for each class per hundred pounds that will be applicable between those points?

Mr. Morris. The scale is not religiously followed.

Mr. Butterfield. I did not ask you if it is followed. I say when you decide that the proper distance between two points is 50 miles, and that you will make a rate on the 50-mile scale, then by looking at the scale you see what those rates are. Is that right?

Mr. Morris. Yes, sir.

Mr. Brandeis. Is it not the conventional distance?

Mr. Butterfield. Perhaps I should say the conventional distance instead of the proper distance. It is perfectly well understood that where there are competitive routes between the same points, the distances varying greatly, there is some average struck or some compromise made, as to what mileage shall be adopted, and then the rates, of course, are prescribed by all the routes the same.

So the first step, as I understand you, or the first step that I care to speak of, was the recomputation of the rate under the so-called Central Freight Association mileage scale.

Mr. Morris. Yes, sir.

Mr. Butterfield. So that you had a new yardstick which could be used in checking just as the old yardstick has been used in the past?

Mr. Morris. Yes.

Mr. Butterfield. What was the advance in those rates? How was that advance computed? Five per cent?

Mr. Morris. Rates of 5¾ cents and lower were advanced one-quarter of a cent. Rates in excess of 5¾ cents were advanced 5 per cent with a minimum of one-quarter of a cent. We are talking of class rates?

Mr. Butterfield. Yes; of class rates.

Mr. MORRIS. You are giving exceptions——

Mr. BUTTERFIELD. Not at all. We are dealing now with classes. I am speaking now of the preparation of this new yardstick. What you have just stated is substantially equivalent, is it not, to saying that you have made a 5 per cent advance preserving the minimum of a quarter of a cent a hundred in the class rates.

Mr. MORRIS. Yes.

Commissioner CLEMENTS. Does that apply for a short distance, where, for instance, the rate is 10 cents?

Mr. MORRIS. Yes.

Commissioner CLEMENTS. And that would result in what?

Mr. MORRIS. A rate of 7½ cents, for instance, would be advanced 5 per cent. A rate of 3 cents, if we had one, would be advanced 5 per cent, with a minimum of a quarter of a cent.

Mr. BUTTERFIELD. For example, a rate of 7½ cents, first class, assuming that the 15-mile scale was used, would make the proposed rate 7.9 cents. That is first class. Second class, if the present rate is 7.5 cents, the new rate would be 7.9 cents. The same with the third class. With fourth class, with the present rate of 7 cents, the new rate would be 7.4 cents.

Commissioner CLEMENTS. There would be no fraction less than a tenth?

Mr. BUTTERFIELD. The decimal is not carried beyond the first point, except for the purpose of determining whether it exceeds one-half. In other words, in the multiplication they carry it out two points, and if the second decimal equals or exceeds a half, it is called another tenth. Now, Mr. Morris, when you have this new yardstick prepared you have an important step in the business, and it is only a matter of getting together the rate clerk in the competitive territory and checking in the rates which would be applicable between the various points, bearing in mind now the ones I am speaking of.

Mr. MORRIS. There was no meeting of rate clerks at all. Each road, as I say, individually announced what they were prepared to do; then they made the schedule; we promulgated the schedule, and each man went home and prepared his own tariff.

Mr. BUTTERFIELD. Is it the fact in the tariffs on file that the rates of all different routes between the same points are exactly the same?

Mr. MORRIS. No, sir.

Mr. BUTTERFIELD. If this general advance is allowed, it will be necessary, will it not, as a practical proposition to correct those variations?

Mr. MORRIS. There should be uniformity, and a recheck would be necessary for the purpose.

Mr. BUTTERFIELD. Where there are competitive routes between the same points in order that the rates might be the same?

Mr. MORRIS. Yes.

Mr. BUTTERFIELD. Having established that general principle, as I understand it, there are certain exceptions made to it?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. The first exception to which I wish to call your attention is that where the differential bases has been observed, from Youngstown and Cleveland. Just state to the commission what the existing basis is in class rates from Youngstown and Cleveland to points in Central Freight Association territory and how the differential was preserved under the recheck.

Mr. **Morris**. From Youngstown to points west of Columbus—and that includes northwest and southwest in the territory described—we made the rates 2 cents less than the rates from Pittsburgh, the Pittsburgh rate being advanced 5 per cent. From Cleveland we made the rates 2, 2, 2, and three ones less than the rates from Youngstown to points west of Columbus.

Mr. **Butterfield**. And that is preserving the existing differential, as I understand it.

Mr. **Morris**. The same principle was used in getting the new rates, as was followed in getting the present rates.

Mr. **Butterfield**. So that having advanced the rate from Pittsburgh to Indianapolis, for example, 5 per cent, and advancing the rate from Youngstown to Indianapolis 2 cents under that, the percentage advance from Youngstown would not be exactly 5 per cent.

Mr. **Morris**. Not literally 5 per cent; it may not have been.

Mr. **Butterfield**. There are cases where it is exactly.

Mr. **Morris**. Yes.

Mr. **Brandeis**. That is, the actual differential remains the same in cents.

Mr. **Butterfield**. In cents per hundred pounds.

Mr. **Morris**. That is right.

Mr. **Butterfield**. The next exception to which I wish to call your attention relates to intrastate rates. And by the way, let us pause at this point in view of the question from the bench, and I will ask you to state whether the rates intrastate as well as interstate have all been advanced?

Mr. **Morris**. The rates intrastate as well as interstate within the territory described have been advanced on the basis mentioned, except between points in the lower peninsula of Michigan.

Mr. **Butterfield**. That we are just coming to.

Mr. **Morris**. And some interstate rates affecting Michigan.

Mr. **Butterfield**. State briefly what is the situation in the lower peninsula of Michigan, which constitutes an exception to this general rule.

Mr. **Morris**. In the spring of 1912 the Michigan Railroad Commission promulgated an order that the rates in both directions should be the same. Prior to that time there was some dissatisfaction between the Michigan lines as to the adjustment. The representatives of the carriers and Michigan commission held a conference, and they jointly decided upon a basis on which the rates between points in the lower peninsula of Michigan should be adjusted and checked out. The carriers immediately proceeded to check out the rates, and had the work practically completed when the carriers announced the undertaking of the 5 per cent increase.

Mr. **Butterfield**. What was done then with reference to that check in Michigan? Has that been embodied in the published tariffs?

Mr. **Morris**. The check within Michigan has been made a part of the general increase in the tariffs under suspension.

Mr. **Butterfield**. Although it was prepared without reference to a strict 5 per cent advance?

Mr. **Morris**. Yes, sir.

Mr. BUTTERFIELD. It was prepared for the purpose of making adjustments such as you have just described?

Mr. MORRIS. Entirely independent of the 5 per cent increase, and it would have been put in effect in the fall had it not been for the projection of the 5 per cent increase.

Mr. BUTTERFIELD. Then, as I understand you, the recheck in Michigan necessitated some changes in interstate rates where border points were involved.

Mr. MORRIS. Yes, sir. The points in Indiana and Ohio were readjusted in line with the check in Michigan, so as to preserve the long and short haul clause and have no lower rates interstate than were checked in to apply intrastate.

Mr. BUTTERFIELD. You have an exhibit prepared, I believe, which illustrates what the effect is of what you have just said. I do not care now to refer to that. We will have it printed, Mr. Brandeis, and furnish you a copy of it. It is merely illustrative of what has just been said.

Another exception, Mr. Morris, to the general rule is found in the case of Paducah, Ky.; Owensboro, Ky.; and Louisville; state what that is.

Mr. MORRIS. The rates from and to Louisville, Owensboro, Henderson, and Paducah, Ky., were made subject to established arbitraries in excess of the rates on the advanced basis from and to the opposite Ohio River points; that is, Louisville was 1 cent over Jeffersonville, Owensboro and Henderson were 3½ and 3 cents over Evansville, and Paducah was 2 cents over Cairo. That is not uniform; it is in certain sections of the territory.

Mr. BUTTERFIELD. And those differentials have been observed?

Mr. MORRIS. Yes, sir; they apply in the present rates, and also continue under the new adjustment.

Mr. BUTTERFIELD. Another exception is relative to rates between the western termini of trunk lines—Buffalo, for example—and points in the Central Freight Association territory taking 100 per cent of the Chicago-New York rate or over. What was the exception there?

Mr. MORRIS. The rates, taking from points in Central Freight Association and to points in Central Freight Association territory, also including Illinois and Mississippi River prorating points, are made upon a percentage of the New York rate, and that percentage adjustment, or percentage of the New York rate, was effective under the new basis as well as under the present.

Mr. BUTTERFIELD. I am not sure that you understood my question, or else I did not understand you. I am speaking now of the rates between the western termini of the trunk lines and points in Central Freight Association territory taking 100 per cent or higher; for example, Buffalo or Salamanca to Peoria; was there not an exception there?

Mr. MORRIS. Those rates were made—that is, between points taking 100 per cent and higher and Buffalo and Pittsburgh and other western termini points—on a percentage of the eastbound rates to New York from those points.

Mr. BUTTERFIELD. And you distinguish there between the eastbound rate and the westbound rate.

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. And make the rates the same in both directions?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. Now, pass from the rates within the territory to class rates between points in the territory and the Northwest—for example, to and from which joint rates are involved. What was done with those rates?

Mr. MORRIS. Those rates were advanced the same amount as the rates between Pittsburgh and Chicago were increased, because the rates between Pittsburgh and Chicago were the basis for the present rates.

Mr. BUTTERFIELD. That applies between the points east of the Indiana and Illinois State line?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. And the Northwest, an illustration of which would be the Twin Cities.

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. If the rate from Pittsburgh to Chicago was advanced 2.3 cents first class, the rate from Pittsburgh to Minneapolis would be advanced 2.9 cents first class?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. In other words, the rate to the Twin Cities was advanced to the same extent that the rate was within the territory which you have described?

Mr. MORRIS. From Pittsburgh to Chicago.

Mr. BUTTERFIELD. From Pittsburgh to Chicago?

Mr. MORRIS. Yes; and in the opposite direction the same principle was followed.

Mr. BUTTERFIELD. So that there again there would be a departure from the strict or literal 5 per cent advance?

Mr. MORRIS. Yes, sir; it might average about 2½ per cent.

Mr. BUTTERFIELD. How about rates to the south? Say, for instance, Lexington, Ky.

Mr. MORRIS. They were increased subject to the established percentage of the advanced New York-Lexington rates.

Commissioner CLEMENTS. How did that result? I mean, what did it result in? Was it increased 5 per cent?

Mr. MORRIS. The rate from New York to Lexington is 78.81, the new rate. We took 60 per cent of that to get the rate from Buffalo to Lexington, that being the established rule for obtaining those rates. It might be 5 per cent; it might be a little more or a little less, depending upon the figures or the class.

Commissioner CLEMENTS. How much more?

Mr. MORRIS. It might be a few tenths of a cent, or one-tenth; sometimes it is less, I think; it depends.

Mr. PATTERSON. Take next the commodity rates between points within the territory that you have described. As I understand, the 5 cents minimum per ton and one-quarter cent per hundredweight was observed.

Mr. MORRIS. Rates of $1.15 per ton and less were advanced 5 cents a ton; rates in excess of that were advanced 5 per cent and made to equalize with the advance in class rates, so as to have both figures alike.

Mr. BUTTERFIELD. There were certain exceptions to that. The first one I wish you to refer to is the so-called differential basis from eastern and southern Ohio.

Mr. MORRIS. The rates from eastern and southern Ohio and a few points in Pennsylvania, taking the Youngstown rates, to points west of Columbus, were made upon the existing differential below the increased rates from Pittsburgh. In other words, the present rule was continued in obtaining those rates.

Mr. BUTTERFIELD. Those commodities upon which those differentials were observed were brick and items taking the same rates; iron and steel billets and articles taking the same rates, and pig iron and articles taking the pig-iron rates.

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. You have prepared an exhibit which we will print and submit to the commission and to counsel, which will illustrate the effect of preserving those differentials.

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. There are a good many commodity rates based on a class rate; that is to say, rates on plaster, for example, being a certain percentage of the sixth class. How have you handled those in this general advance?

Mr. MORRIS. We have made them on the existing per cent of the increased rates.

Mr. BUTTERFIELD. I will next ask you to refer to grain rates—first to the reshipping rates on grain and grain products coming from west of the Mississippi River territory. How were those rates dealt with?

Mr. MORRIS. The rates from East St. Louis to the territory described, located east of the Indiana-Illinois State line, are the base rates, and they were advanced 5 per cent; and the rates from Peoria to Chicago were established on the existing differences below the increased rates from East St. Louis.

Mr. BUTTERFIELD. The existing differences in cents per hundred pounds?

Mr. MORRIS. Yes. Sometimes there might be no difference at all.

Mr. BUTTERFIELD. How about grain and grain products from the Northwest?

Mr. MORRIS. Those rates were advanced on the basis of the 5 per cent increase, subject to the minimum named over the rates from Chicago, and the rates from Peoria were established on the existing differences as compared with the rates from Chicago, the idea being to preserve the present relation.

Mr. BUTTERFIELD. The rates on grain and grain products from points in the territory described, located east of the Illinois and Indiana State line and Lake Michigan to points in the territory; how were they dealt with?

Mr. MORRIS. They were advanced 5 per cent, subject to the minimum of one-quarter of a cent, the same as the others.

Mr. BUTTERFIELD. Why was the advance confined to points east of the Illinois-Indiana State line?

Mr. MORRIS. Because last year the carriers filed tariffs providing for an increase of 1 cent, or approximately 1 cent, from points in Illinois and on the Mississippi River to points east of the Illinois-

Indiana State line; and those rates are under suspension through the action of the commission.

Mr. **Butterfield**. So it is hoped they will take their course with this general advance?

Mr. **Morris**. Yes, sir.

Mr. **Butterfield**. Refer now to the by-products of grain from Chicago and Milwaukee rate points to points east of the Indiana-Illinois State line. What was done with those?

Mr. **Morris**. They were advanced 5 per cent, subject to the minimum of one-quarter of a cent per hundred pounds, and the rates to the western termini of eastern trunk lines from points west of Chicago were advanced on the established arbitraries over the rates from Chicago.

Mr. **Butterfield**. And there, again, why did you make an exception in favor of points west of the Illinois-Indiana State line?

Mr. **Morris**. Because last year the carriers also filed tariffs providing for increased rates on these commodities from points west of the Illinois-Indiana State line, and those rates are under suspension by the Interstate Commerce Commission.

Mr. **Butterfield**. Take up next commodities between points in the territory and points in the Northwest where joint through rates are in effect to points east of Chicago. There, I understand, the advance was made to the same extent that the advance was made in the territory.

Mr. **Howard**. Yes, sir; that is, the advance between Chicago and the points in Central Freight Association territory east thereof was on the basis for the advance in the joint through rates between the Northwest and points in Central Freight Association territory east of the Illinois-Indiana State line.

Mr. **Butterfield**. For example, the rate on vehicles from Indianapolis to St. Paul, if there is a joint through rate, the through rate would be advanced to the same extent that the rate on vehicles was advanced from Indianapolis to Chicago; is that right?

Mr. **Morris**. Yes, sir.

Mr. **Butterfield**. So that the advance on the through rate would not be 5 per cent, probably, in many cases?

Mr. **Morris**. No, sir.

Mr. **Butterfield**. Was the same general principle followed in respect to rates made on combination?

Mr. **Morris**. Yes, sir.

Mr. **Butterfield**. The advance is confined to that portion of the rate in the territory you describe?

Mr. **Morris**. Yes, sir. The combination rates were advanced to the extent the factors would be advanced under the general increase.

Mr. **Butterfield**. Take up next the rail and lake class rates from points in western New York and Pennsylvania, Ohio, Indiana, etc., to points on Lake Huron, Lake Superior, Michigan ports, St. Paul, and points in Minnesota.

Mr. **Morris**. They were sent subject to the usual basis used for making those rates. That is, the combination of locals on Lake Erie ports was one factor; the Baltimore rates as a maximum was another factor. The general adjustment on points in the interior section of the territory was followed, and in cases where differentials were employed to get the present rates they were also employed in the new adjustment.

Commissioner HARLAN. Did you change your port-to-port rates?

Mr. MORRIS. The rates were advanced; yes, sir.

Mr. PATTERSON. That is to say, from Cleveland to Duluth?

Mr. MORRIS. Yes, sir.

Mr. BRANDEIS. Advanced in the same proportions as the rail and lake?

Mr. MORRIS. Five per cent—that is what I mean. The combination of locals was one factor; the Baltimore rates as maxima was another; the usual adjustment in the territory was the third factor; and the differentials employed, wherever necessary, was the fourth.

Mr. BUTTERFIELD. Take up the next rates on classes from Central Freight Association territory to trunk-line territory. As I understand it there the same advance was made as in this Mr. McCain described westbound?

Mr. MORRIS. Yes, sir. The basing rate from Chicago to New York was advanced 5 per cent; the rates from all the other percentage points in the territory were made on the established percentage of the New York advanced rates. The rates to the interior points in trunk-line territory were made on the established percentage of the advanced rates from the points of origin to New York, and the rates to the Atlantic seaboard territory were advanced the usual differentials above or below the advanced rates to New York.

Mr. BUTTERFIELD. In the case of the eastbound rates, the rates from Chicago to Boston are higher than the rates from Chicago to New York, whereas westbound the rates from Boston to Chicago and New York to Chicago are the same?

Mr. MORRIS. That being the present condition, too.

Mr. BUTTERFIELD. You observed those same differentials in cents per hundred pounds?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. You have prepared a number of illustrations of the variation from the 5 per cent due to the condition you have just described?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. Those we will have printed and furnished to the commission.

Take up next the commodity rates from Central Freight Association territory to trunk-line territory.

Mr. MORRIS. Where a basing rate was in effect from Chicago to New York, the basing rate was advanced 5 per cent, and the rates from all other points in the territory to all other points east of the western termini of eastern trunk lines were advanced in the same manner as I have just stated for the class rates. Where a basing rate did not exist from Chicago and there was a commodity rate from an interior point, the rate from the interior point to New York was advanced 5 per cent and the rates to the other eastern points were obtained under the usual rule.

Mr. BUTTERFIELD. You have also prepared some illustrations of the variation there?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. Which, gentlemen, we will print and furnish.

Refer, if you will, to the rates on iron and steel from Cleveland and Youngstown and related points.

Mr. MORRIS. From Youngstown to points east of Buffalo and Pittsburgh the rates on manufactured iron and steel articles to points east of Buffalo and Pittsburgh are made 2 cents per hundred pounds over the rates from Pittsburgh to New York City. The rates on billets, pig iron, and articles taking the same rates, which are rated per gross ton or per net ton, as the case may be, were advanced 40 cents per ton.

The rates from Cleveland on the same commodities were made 3 cents a hundred pounds, or 60 cents per ton, over the rates from Pittsburgh, and the rates to the other eastern points were obtained in the usual manner—that is, arbitraries, or the same rates, as the case might be, from Pittsburg.

Mr. BUTTERFIELD. Take up next grain and grain products, local, from Central Freight Association territory to the East.

Mr. MORRIS. From points east of the Indiana-Illinois State line to points east of Buffalo and Pittsburgh the basing rate from each group to New York was advanced 1 cent.

Mr. BUTTERFIELD. Per hundredweight?

Mr. MORRIS. Per hundred pounds; and the rates to other eastern points were made subject to the usual rule; that is, Boston was arbitrary over New York, Philadelphia and Baltimore were arbitraries under New York, and the interior points were made on the established percentage of the New York rate subject to the recognized minimums.

Mr. BUTTERFIELD. There the advance was uniform, 1 cent per hundred pounds, instead of 5 per cent?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. That is substantially 5 per cent, as I understand it, of the existing rates from points near the Illinois-Indiana line?

Mr. MORRIS. Yes, sir.

Mr. BUTTERFIELD. Why was no advance made from points west of the Indiana-Illinois line to points in trunk-line territory?

Mr. MORRIS. Because last spring the carriers filed tariffs providing for an increase of 1 cent, or approximately 1 cent, from other points to that territory, and they are under suspension now by the Interstate Commerce Commission.

Mr. BUTTERFIELD. What about the reshipping rates on grain?

Mr. MORRIS. The reshipping rates on grain from Chicago, Peoria, and St. Louis were advanced on the basis of increasing the rate from Chicago to New York 5 per cent, obtaining the rates to the other eastern points subject to the usual rule, and the rates from Peoria and St. Louis were obtained by observing the existing differential over the rates from Chicago.

Mr. BUTTERFIELD. In cents per hundred pounds?

Mr. MORRIS. Yes.

Mr. BUTTERFIELD. What about the reshipping rates on grain products?

Mr. MORRIS. They were advanced by preserving the existing difference between the grain-products rates and the advanced grain rates, which made the same advance as was made on grain.

Mr. BUTTERFIELD. I am not sure whether you have dealt anywhere here with the rate, for instance, on flour. That is well understood. What was done with the rate on flour from Minneapolis to New York?

Mr. MORRIS. It was advanced the same amount as the reshipping rates from Chicago to New York were advanced.

Mr. BRANDEIS. The same amount in cents?

Mr. MORRIS. The same amount in cents per hundred pounds.

Mr. BUTTERFIELD. Take grain by-products, domestic.

Mr. MORRIS. They were advanced subject to an increase of 1 cent per hundred pounds in the basing rate from Chicago to New York City, and the rates from the other points in the territory to all the other points east of Buffalo and Pittsburgh were obtained subject to the usual established rule.

Mr. BUTTERFIELD. And there the port differentials were observed?

Mr. MORRIS. The port differentials were observed in all cases.

Mr. BUTTERFIELD. From points taking 100 per cent and over the arbitraries were observed as you have described?

Mr. MORRIS. The rates from points taking 100 per cent and over were made on the established arbitraries over the rates from Chicago.

Mr. BUTTERFIELD. How about exports?

Mr. MORRIS. Those rates were advanced subject to an increase of 5 per cent in the basing rate from Chicago to New York; the rates to other Atlantic seaboard ports were obtained under the usual rule.

Commissioner CLEMENTS. Before going on with that, the witness a little while ago spoke of the advance in rates of about 5 per cent from New York, Buffalo, and other points to Lexington, Ky., for illustration.

Mr. BUTTERFIELD. Yes, your honor.

Commissioner CLEMENTS. To what extent, and what governs the extent, to which the advances have been made on shipments originating in trunk line or Central Freight Association territory to points of destination outside of that—in the Southeast, for instance?

Mr. MORRIS. That is under consideration.

Commissioner CLEMENTS. Lexington, for instance, is in what would be called the southeastern territory.

Mr. MORRIS. The rates to Lexington in both directions were advanced; Memphis northbound was advanced to the western termini and the east; to the southeast and other southern points no advance has yet been made, but it is under consideration, and we are expecting at an early date to publish or promulgate what the advance will be.

Commissioner CLEMENTS. Take a shipment which originates at Chicago. Commodities are classified and governed by southern classification, in many cases, although the point of origin is in Central Freight Association territory—Chicago, for illustration, to Atlanta or any other point in the Southeast. Have those rates been affected by these tariffs that have been filed now?

Mr. MORRIS. So far, the advanced-rate tariffs have not been filed; but the matter is under consideration, and we are expecting daily to announce what the increase will be.

Commissioner CLEMENTS. So the tariffs now on file do not include shipments the origin of which is in trunk-line or Central Freight Association territory and the destination is in the South?

Mr. **Morris.** No, sir; except where the rates make on Ohio River combinations or the Virginia cities combination. But there are no joint through rates in effect.

Commissioner **Clements.** Then they would be affected?

Mr. **Morris.** To the extent that they made on the Ohio River or the Virginia cities—except where there are joint through rates.

Commissioner **Clements.** Take the case where there is a combination rate—not a joint through rate but a combination of two or more locals—each one of those would be increased 5 per cent?

Mr. **Morris.** The rates south of the river, so far as my knowledge goes, have not been increased 5 per cent.

Commissioner **Clements.** Take it in Central Freight Association territory.

Mr. **Morris.** They have been increased 5 per cent.

Commissioner **Clements.** So if there was a shipment that went over—not a joint through route at a joint rate but moved on the sum of two or three locals or intermediates—each one of the locals would be increased 5 per cent?

Mr. **Morris.** Provided the locals were north of the Ohio River?

Commissioner **Clements.** Yes.

Commissioner **McChord.** You mentioned Owensboro and Henderson. The rate to Louisville is 41 cents. Does that Owensboro and Henderson rate base on Evansville?

Mr. **Morris.** From Central Freight Association territory; yes.

Commissioner **McChord.** What is the rate from East St. Louis to Evansville?

Mr. **Morris.** Forty cents, first class.

Commissioner **McChord.** Under these tariffs, what would be the increase of that 40 cents?

Mr. **Morris.** In that case, on account of the through route which the Louisville & Nashville would have, it may not base on Evansville; it might base on the 5 per cent increase over the joint through rate. That would be an exception. But take Cleveland and Toledo, and those rates are made on arbitraries from Evansville.

Commissioner **McChord.** It is a joint through rate as to East St. Louis, Owensboro, and Henderson?

Mr. **Morris.** Oh, yes; and so it is from Cleveland; but the basis for the rates is arbitrary over Evansville from Cleveland.

Commissioner **McChord.** And the same thing as to East St. Louis?

Mr. **Morris.** East St. Louis, as I say, on account of the through line of the Louisville & Nashville and Henderson route, they might have through joint rates which were not based on arbitraries over Evansville.

Mr. **Butterfield.** Another exception to the general principle is the case of lumber from points in the lower peninsula of Michigan. Describe briefly that situation.

Mr. **Morris.** The rates from points in the lower peninsula of Michigan on lumber and other various products, taking the same rates, to points east of Buffalo and Pittsburgh, were increased to the extent that the sixth-class rates were increased, except that from Frankfort and Ludington and intermediate points the Milwaukee sixth-class rates were applied as maxima. That is the principle that obtained in getting the present rates.

Mr. **Butterfield.** Take commodities from the South; what is the situation there?

Mr. **Morris.** The rates from Memphis to Buffalo, Pittsburgh, and points east of them were advanced subject to established arbitraries over the increased rates from St. Louis, that being the usual rule for making the rates.

From Lexington they were made on the established percentage of increased rates from Lexington to New York, that being in accordance with the present rule.

Mr. **Butterfield.** Then, from the Northwest through Central Freight Association territory to the East that is a matter that I have already referred to. I have a memorandum of it here. There the advance corresponded with the advance in the territory.

Mr. **Morris.** The advance in the rates made from Chicago to New York.

Mr. **Butterfield.** And the actual advance in cents per hundred pounds on flour from Minneapolis to New York was eight-tenths of a cent?

Mr. **Morris.** Eight-tenths of a cent; yes, sir.

Mr. **Butterfield.** And the reason for that was the rate of 16.7 from Chicago was advanced eight-tenths of a cent?

Mr. **Morris.** Yes, sir.

Mr. **Butterfield.** How about the rail—lake and rail rates?

Mr. **Morris.** The rail, lake, and rail rates from points in western Indiana and Illinois and Mississippi River territory were advanced subject to established differentials below the advanced all-rail rates.

Mr. **Butterfield.** Take, for instance, the rate from Peoria to New York City; Peoria takes 110 per cent of the Chicago-New York rate. The Chicago-New York rate has been advanced from 75 cents first class to 78.8 cents, and 110 per cent of that is 86.6 cents; is that right?

Mr. **Morris.** 86.7.

Mr. **Butterfield.** And the differential rail, lake, and rail under all rail being 12 cents first class, we deduct 12 cents from 86.7 cents and we have 74.7.

Mr. **Morris.** Yes, sir.

Mr. **Butterfield.** Which is the proposed rate, rail, lake, and rail, first class, from Peoria to New York City.

Mr. **Morris.** Yes, sir.

Mr. **Brandeis.** That is, the differential remains the same in cents.

Mr. **Butterfield.** In cents per hundred pounds.

Mr. **Morris.** Yes.

Mr. **Butterfield.** And that accomplishes a departure from the 5 per cent advance. The same situation, generally speaking, prevails with reference to rail and ocean.

Mr. **Morris.** Rail and ocean rates remain subject to the established differential below the all-rail rates on the advanced basis.

Mr. **Butterfield.** I will not take the time, if your honors please, to explain the changes to and from Canada. It is along the same line, but I think it is not necessary.

We will have this memorandum of Mr. Morris printed and furnish it to counsel on the other side. I think that is sufficiently illustrative of the general situation.

You may cross-examine, gentlemen.

Cross-examination:

Mr. Barlow. Do you consider the State of Illinois a part of the Central Freight Association territory?

Mr. Morris. Our jurisdiction would cover roads that extend from Chicago to Peoria and out to Burlington over the Toledo, Peoria & Western and down the Mississippi River.

Mr. Barlow. Part of the State?

Mr. Morris. Yes.

Mr. Barlow. Do I understand that there is to be no advance in the present rates in the lower peninsula of Michigan?

Mr. Morris. No, sir; that is not right. You mean intrastate?

Mr. Barlow. Intrastate.

Mr. Morris. No, sir. There is 5 per cent; sometimes it is less and sometimes it is greater.

Mr. Barlow. Then the local scale in the State of Michigan, the lower peninsula of Michigan, is to be advanced 5 per cent?

Mr. Morris. Yes, sir; and sometimes greater.

Mr. Barlow. I did not so understand your original testimony.

Mr. Butterfield. I doubt if Mr. Morris understood you. If he did, I misunderstood him. I understand Mr. Barlow asks you now if the local scale in Michigan is to be advanced 5 per cent. That is not true, is it?

Mr. Morris. As I said, they will not be advanced 5 per cent literally; that is, every figure advanced may not be 5 per cent. They may exceed 5 per cent; they may be the same as 5 per cent or they may be less. It is an adjustment in Michigan entered into between the carriers and the Michigan State commission.

Mr. Butterfield. We will give you a copy, when we have this printed, of the proposed new scale in Michigan, and that will show you how it departs from the 5 per cent.

Mr. Morris. It exceeds 5 per cent in many cases.

Mr. Brandeis. I think Mr. Morris has not stated whether there is any exception to articles of commerce, such as the anthracite exception in the eastern roads.

Mr. Butterfield. Do you know of any exceptions?

Mr. Morris. There is not a single exception in our territory; but we are not going to speak of coal or coke or iron ore.

Mr. Butterfield. No; we will deal with that separately.

Commissioner Harlan. Did you say the proposed advance in Michigan had been agreed to by the State of Michigan?

Mr. Morris. There is a joint understanding between the Michigan State commission and the carriers' representatives within Michigan; yes. sir.

Commissioner Harlan. Has any other State commission agreed to a State advance?

Mr. Morris. As I say, this understanding took place before the carriers projected the 5 per cent increase; it took place last spring, and the carriers proceeded upon that understanding; had set out the tariffs and were about to make them effective when the 5 per cent increase came up, and they dovetailed those rates in with the 5 per cent increase.

Commissioner HARLAN. Has any other State taken such action? That was my question.

Mr. MORRIS. No, sir.

Mr. BARLOW. Then I think we understand each other. This agreement as to the scale in Michigan was reached last spring.

Mr. MORRIS. Yes, sir.

Mr. BARLOW. But there is to be no 5 per cent advance in the scale agreed to last spring; is that it?

Mr. MORRIS. That is it. But let it be understood that in the readjustment in no case were the new rates to be at a less increase than 5 per cent.

Mr. LYON. Can you advance the rates in Illinois, Indiana, and Ohio—local rates—without the permission of the commission?

Mr. MORRIS. Why, I believe they have the same power to pass upon them as the Michigan commission.

Mr. LYON. I mean, do they have to be submitted beforehand?

Mr. MORRIS. No, sir. We compile the tariffs in the usual form, the same as we did with the Interstate Commerce Commission's advance.

Mr. LYON. I do not just understand your function in this matter of issuing rates; what is it?

Mr. MORRIS. We promulgate the announcement made by the individual carriers—a means of distribution of what one carrier will state as to its position.

Mr. LYON. What is your title?

Mr. MORRIS. Chairman of the Central Freight Association.

Mr. LYON. What is that organization?

Mr. MORRIS. A voluntary organization.

Mr. LYON. For what purpose?

Mr. MORRIS. To consider propositions of mutual interest.

Mr. PATTERSON. It is a beneficial association?

Mr, MORRIS. Yes, sir.

Mr. LYON. Who are members of it?

Mr. MORRIS. All carriers located within the territory described except those north of Peoria and Burlington and west of Chicago.

Mr. LYON. As chairman of that association, has it been your experience that when a rate is to be changed all the carriers that subsequently make effective such rate inform your office of the fact prior thereto?

Mr. MORRIS. Some may make their own announcements and some may not.

Mr. LYON. I am speaking of your experience.

Mr. MORRIS. That is my experience. Some may announce what they will do; others may not.

Mr. LYON. Then in some cases the carriers, in the matter of competitive rates, will advance the rate or decrease the rate without notifying you?

Mr. MORRIS. Yes, sir.

Mr. LYON. Can you give me any rate or case where that has occurred since your connection with the association?

Mr. MORRIS. Yes, sir; they are numerous.

Mr. LYON. Is it exceptional or general?

Mr. MORRIS. Exceptional as to what?

Mr. LYON. Say, out of a thousand cases of changes in rates, how many are advanced without previously notifying your office?

Mr. MORRIS. All carriers?

Mr. LYON. All carriers in your association.

Mr. MORRIS. Why, I should say they are about equal.

Mr. LYON. About half the rates in Central Freight Association territory—competitive rates, I am speaking of—are changed without notifying your office?

Mr. MORRIS. They may be changed; and some of the carriers interested in that rate may not announce that it is their intention to change the rate.

Mr. LYON. It, then, is something you have no information about until you see it published in the tariffs that there has been a change?

Mr. MORRIS. If one road comes and says that from A to B it will make a 10-cent rate, we promulgate the announcement of the road, the information being sent to every road in the territory, and they may or may not change their tariff upon that announcement.

Mr. LYON. But do all of them come to you with the information that they intend to promulgate a rate from A to B?

Mr. MORRIS. Not all; no, sir.

Mr. LYON. Substantially in all cases?

Mr. MORRIS. No; it is not substantially all.

Mr. LYON. In half of the cases, or three-quarters, or 99 per cent?

Mr. MORRIS. They vary with the circumstances.

Mr. LYON. As to these particular rates that have been advanced, did they all notify you of what action they will take?

Mr. MORRIS. Not all of them did; we promulgated the information, and we afterwards ascertained whether or not they would do it.

Mr. LYON. What was the result of your ascertainment?

Mr. MORRIS. It was practically a unanimous announcement on the part of all carriers addressed that they would file tariffs with the commission and publish rates subject to the schedule that we promulgated.

Mr. LYON. Then the practical result has been that they have all substantially conformed to the promulgation which you made?

Mr. MORRIS. Yes, sir.

Mr. LYON. That is all.

(Witness excused.)

Addition to testimony of GEORGE M. SHRIVER:

Mr. PATTERSON. May it please the commission, Mr. Shriver calls my attention to the fact that I neglected to ask him to explain yesterday, in connection with the 36 roads statement and the combined statement of the Baltimore & Ohio, Pennsylvania, and New York Central, that there is a difference of from $20,000 to $30,000 in connection with the expenses of the Pennsylvania lines, as shown on the property investment and as shown on the revenue and expense statement accounts, a difference due to the fact that the statements of the Pennsylvania lines west of Pittsburgh during the same period were made up on the basis of reports to the Interstate Commerce

Commission, which drops all amounts of less than a thousand dollars. Therefore, over a series of years it made this difference.

Subject to your permission, Mr. Chairman, I will file this letter of Mr. Shriver, with the accompanying memorandum, and ask to have them copied into the record.

The Chairman. Very well.

(The matter referred to is as follows:)

THE BALTIMORE & OHIO RAILROAD Co.,
Baltimore, Md., November 25, 1913.

Hon. GEORGE B. MCGINTY,
Secretary the Interstate Commerce Commission, Washington, D. C.

DEAR SIR: Inadvertently there was omitted from the statements filed with the commission, both as to the combined statement of the 36 roads and the combined statement of the Baltimore & Ohio, Pennsylvania, and New York Central, the memorandum explaining a slight difference between the figures of expense on the income account and the figures of expense in the accompanying sheet of operating revenues and expenses.

If entirely convenient and agreeable, therefore, I would be obliged if you will have the attached memorandum applied to the official copy and to any others that you may have conveniently available.

Yours, truly,

GEO. M. SHRIVER,
Second Vice President.

(Following is the memorandum attached, referred to above:)

There were differences in the operating expenses of the Pennsylvania lines east and west as shown on the property investment and revenue and expense statements, due to the fact that items of less than $1.000 were omitted and led to the following discrepancies: 1903, $27,983; 1904, $24,136; 1905, $24.688: 1906, $21,855; 1907, $32,632. These discrepancies are distributed in the operating expense accounts at the same ratios borne to total operating expenses.

R. H. LARGE was called as a witness by the railroad, and, having been first duly sworn, testified as follows:

Direct examination:

Mr. BUTTERFIELD. Mr. Large, you are the general coal freight agent of the Pennsylvania Railroad Co.?

Mr. LARGE. I am.

Mr. BUTTERFIELD. And as such you have knowledge of what has been proposed with respect to advanced rates in the pending investigation?

Mr. LARGE. I have.

Mr. BUTTERFIELD. I will ask you to state in your own way some of the basic principles upon which you worked.

Mr. LARGE. The intention was to make as nearly as possible a general 5 per cent advance in the rates on coal, coke, and ore, east and north and west, preserving so far as possible the relative relationship, both regional and destinational.

To the east in every instance the basic rate, with the exception of the tidewater rate, was the minimum rate. To tidewater there are four different rates. First, the rate from the Clearfield region, on the Pennsylvania Railroad; the Austen-Newberg, Myersdale, and Somerset regions, on the Baltimore & Ohio; the Cumberland region, on the Baltimore & Ohio and Western Maryland. To Philadelphia, Baltimore, and New York, on coal destined outside the capes for transshipment to the coastwise or export trade, the rate to Baltimore was $1.18; to Philadelphia, $1.25; to New York, to the lower ports, $1.55; and to the upper ports, $1.60. The rate from the New River and Pocahontas regions to Hampton Roads was $1.40.

A straight 5 per cent advance in the Philadelphia and Baltimore rate would have been 6 cents; a 5 per cent advance in the New York upper harbor rate would have been 8 cents. We added the four rates together, obtained an average rate, and made a 5 per cent advance on that average, which was equivalent to 5 per cent of the New River-Pocahontas rate to Hampton Roads. In other words, the advance was 7 cents per ton.

That by no means meant that there was an advance of 5 per cent on the tidewater rate, because there is a very large volume of coal that moves from fields other than those already mentioned, from which the rates are on regional differentials above the minimum rates. So that it may be said the rates to tide on water-borne coal are not advanced by 5 per cent.

To New England we took the actual all-rail rates and advanced those rates a straight 5 per cent, reversing fractional differences, or dropped forty-nine one-hundredths of a cent and added a cent for fifty one-hundredths of a cent or over.

The rates from the seaboard cities of New England on coal reaching the ports of entry from southern ports by water were advanced 5 per cent, with the minimum of 5 cents per ton. That minimum of 5 cents per ton on the inland rates from New England ports, it is thought, will equalize the loss of an advance in the boat freights from Hampton Roads or Philadelphia to the ports of entry into New England. In other words, take up the slack.

The adjustment to-day is that the all-rail rates into New England are theoretically equalized—the rates from the interior to the Atlantic seaboard plus the boat freights and the rates from ports of entry to the interior of New England.

Northbound the rates to Rochester and points west thereof, to and including Buffalo, as well as rates into Canada via the Niagara frontier, were advanced 6 cents per ton, that being 5 per cent on either the minimum or maximum rate, the rate from the Reynoldsville region being $1.15 and from the Pittsburgh district $1.25.

The rates from the Pittsburgh district and other districts to the north bank of Lake Ontario, via the car-ferry routes, were advanced to the north bank of Lake Ontario 6 cents per ton, by reason of the fact that those rates are established to meet the combination of the rate to Black Rock and the rail rates beyond.

To the lakes the rates from the Pittsburgh district and the Ohio district, being less than $1, the minimum of 5 cents per ton, the rate was advanced a minimum of 5 cents per ton, making the rate from the Pittsburgh district 83 cents and from the Ohio district 80 cents.

The 5 cents increase was applied to all the other rates; that is, from the New River and Pocahontas and Kanawha districts, the Fairmont district, etc. So that the relative relationship of the rates between the Pittsburgh district, the Ohio district, and the West Virginia district, as has existed since the order of the commission in 1912, is still maintained.

It will also be observed that that advance, while it is an advance of more than 5 per cent of the Pittsburgh and Ohio rates, is an advance of less than 5 per cent in much of the coal from West Virginia.

On the all-rail rates to the west the Pittsburgh district was used as the basis; and in that instance, to Chicago and a few other places where the rates all rail from Ohio is on a differential of 25 cents per ton less, the advance may be said to be slightly more than 5 per cent.

In the aggregate, I think it may be safely said, so far as the bituminous-coal rate is concerned, that the total advance of all the rates can not be said to be more than possibly 4 per cent.

Mr. BUTTERFIELD. I think you made no mention of the all-rail rate to points in the East, outside of New England, like interior New York.

Mr. LARGE. The all-rail rates to the East, to New York State, New Jersey, Delaware, Maryland, District of Columbia, and eastern Pennsylvania, were advanced a straight 5 per cent, using the Clearfield-Myersdale rate as the basing rate; that is, the minimum rate. And in every instance the regional differentials over and above the minimum rates were maintained, which was also true with respect to the Pittsburgh rates and the New England all-rail rates.

Mr. BUTTERFIELD. Take up the situation with respect to anthracites and tell us what happened there.

Mr. LARGE. The rates on anthracite coal to the western termini of trunk lines and west thereof were advanced a straight 5 per cent, with one exception. The rate to Chicago, which is $3.50 per ton, which advanced 5 per cent, the differential over and above the rate in effect at St. Louis and Peoria, was preserved; so that instead of a rate of $4 per ton to St. Louis being advanced 20 cents per ton, it was advanced 18 cents per ton.

With that exception and other Mississippi River crossings, where the established differential was maintained, the advance was on the basis of a straight 5 per cent of the all-rail rate via Pittsburgh and a combination of 5 per cent of the rate to Buffalo and the rates published from Buffalo beyond.

To the east there was no advance made in the anthracite region, first. because they were already the subject of attack and a general investigation on the part of the Interstate Commerce Commission; secondly, because a very large proportion of tonnage is of small sizes of anthracite coal, which must of necessity be sold in competition with bituminous coal, and is now sold at a very considerable sum less than cost.

Mr. BUTTERFIELD. What about coke?

Mr. LARGE. It will be observed now that in making the 5 per cent advance in the coal rates we have practically, with one minor exception. in every instance used the minimum rate as the basic rate.

In the coke rates we deviated from that principle. The reason was that the bulk of coke—probably 90 per cent of the open-hearth coke or Beehive coke—used in this territory is manufactured in the Connellsville region. We therefore used the Connellsville region rate both east and west and north as the basic rate, and advanced that rate a straight 5 per cent, preserving the fractional differences referred to. That means that probably the advance on the coke rates will be slightly more than 5 per cent.

Mr. BUTTERFIELD. Are you prepared also to tell us what was done with the rates on iron ore?

Mr. LARGE. The rates on iron ore from Lake Erie ports to the Pittsburgh, Mahoning, and Shenango Valley districts, Wheeling, etc., were advanced 5 cents per ton. In other words, a minimum of 5 cents, by reason of the fact that the existing rates are all less than $1. The rate to Johnstown was likewise advanced 5 cents per ton. The rates to the eastern furnaces in the Schuylkill, Lehigh, and Lebanon Valleys were advanced 5 per cent, equivalent to about 8 cents per ton. The rates on import ore to the same furnaces were advanced the minimum of 5 cents per ton.

Mr. BUTTERFIELD. What action did you take on these commodities with reference to rates wholly within a State?

Mr. LARGE. The intention was to advance the rates wholly within the State 5 per cent, with a minimum of 5 cents per ton. The tariffs, however, were not filed or published pending the determination of the Interstate Commerce Commission as to whether or not the interstate tariffs would be suspended. It was the intention, however, that, were they not suspended, to advance the local rates within the State of Pennsylvania, as well as within the other States, in the same manner as the interstate rates. In fact, some of the roads had, I believe, sent out their tariffs.

Mr. BUTTERFIELD. You may cross-examine.

Cross-examination:

Mr. BRANDEIS. Mr. Butterfield. I understand from this witness that the 5 per cent increase was made in New England on the coal rates, but Mr. McCain has stated that on the other rates no 5 per cent increase was made. That was left to the New England investigation. Is that correct?

Mr. BUTTERFIELD. That is my understanding of the situation.

Mr. BRANDEIS. I would like to have the witness explain, or have you bring out, Mr. Butterfield, why that difference was made with respect to coal and other commodities.

Mr. LARGE. My understanding is—although I have not examined or seen the tariffs—that on coal entering any port at New England, discharged from the vessel, destined to the interior, the rate was advanced 5 per cent, with a minimum of 5 cents per ton.

I know, having seen the tariffs, that the all-rail rates from the mines in Pennsylvania on coal destined to New England, have been advanced a straight 5 per cent.

As stated before, there is an adjustment between the all-rail rates, the rail rate to the seaboard and the rail rate from the seaboard to the interior, plus the boat freight.

It is anticipated that he minimum of 5 cents will take up that shrinkage. If it does not, it will no doubt be necessary to make some slight adjustment in the all-rail rate so as to restore the situation.

Mr. BRANDEIS. As a matter of fact, most shipments, the great part of the shipments—I mean in quantity—are on rates which are less than $1 a ton. Eighty cents is the common rate to Lowell, Lawrence, and Nashua, and various points; consequently the increase is 6 per cent or more—between 6 and 7 per cent?

Mr. LARGE. That may be; yes.

Mr. BRANDEIS. Of course, a very large part of that shipment is on independent charters from the southern ports, so that it will not be in any way subject to the through rates; is that it?

Mr. Large. No, sir; but regardless of whether the inland movement made an advance of 6 or 7 per cent, the total transportation charge on the coal entering New England will be materially less—the increase in the transportation charge will be materially less—than 5 per cent.

Mr. Brandeis. Why?

Mr. Large. Because, first, we have used the minimum rate on which to make the 5 per cent advance; and, secondly, the all-rail rate is advanced only 5 per cent. Uultimately either the boat freight or the inland rail rate must equalize that difference.

Mr. Brandeis. That is, either the boat rate will go up—that is the thing that may happen.

Mr. Large. It can not go up.

Mr. Brandeis. Why not?

Mr. Large. Because if the advance from the port of entry is more than 5 per cent, the boat freight from the seaboard can not be advanced 5 per cent and maintain the existing relationship.

Mr. Brandeis. I do not care to pursue that further at this time.

Mr. Johnston. Where is your office?

Mr. Large. Broad Street Station, Philadelphia.

Mr. Johnston. You are familiar with the Pittsburgh district lake-cargo case that you spoke of?

Mr. Large. Reasonably so.

Mr. Johnston. Do you remember that in that case the commission in the opinion handed down made a comment about to this effect, that that rate might with justice be reduced from 88 cents, as then complained of, to 50 cents; do you remember there was something of that sort?

Mr. Large. I do not recall the wording of the decision; no.

Mr. Johnston. Well, in any event, you do agree that the coal you get from the Pittsburgh district generally is very highly profitable business to the railroads carrying coal?

Mr. Large. No; I do not agree to that.

Mr. Johnston. You do not?

Mr. Large. I have no doubt it is profitable.

Mr. Johnston. You have not any idea as to the extent of the profit in that business?

Mr. Large. I have not any idea, and I do not think anybody can determine that.

Mr. Johnston. Do I understand from you that it is your idea the rates or tariffs on coal should be increased because of the lack of profit in carrying the coal?

Mr. Large. Not necessarily. My idea is that if any increase is to be obtained at all, it must be made in the coal and coke traffic, because that traffic represents 50 per cent of the gross tonnage of the lines involved.

Mr. Johnston. Assume that there is an unreasonable or a large profit; say ther is a 10 or 20 per cent profit in carrying the coal; that would not change your views in any respect?

Mr. Large. No. If there is a 10 or 20 per cent profit in carrying coal, there has been for many years, and it is on that basis of rates that the country has grown and prospered. If those rates can not be maintained and the railroads are to be continued, they either must be maintained or the rates on all other materials must be enormously increased.

Mr. Johnston. If this profit should happen to be 50 per cent or 100 per cent, you still would add the 5 per cent or the 5 cents, would you?

Mr. Large. Well, there is a limit to everything.

Mr. Johnston. I am asking you a question, which I think is a fair one. The commission said that 50 cents was perhaps a fair rate, and the rate charged then was 88 cents, or about 90 per cent more than the commission said was perhaps right; and the testimony, of course, indicated, to justify the commission in making that statement, that the cost was materially less than 50 per cent. I do not think, therefore, the question I have asked you is an unfair one at all.

Mr. Large. Possibly not, if the cost of service is to be considered as the dominating factor.

Mr. Johnston. Oh, no. My question will admit of an answer, yes or no.

Mr. Large. I do not think the 78-cent rate is unreasonable, and I do not think that it is any concern, or serious concern, commercially, to a coal producer in the Pittsburgh district if that rate is advanced 5 cents per ton, provided all other rates on lake-cargo coal are also advanced 5 cents per ton and his relative relation, in so far as competition is concerned, remains exactly as it is to-day.

Mr. Johnston. Will you answer my question now?

Mr. Large. What was the question?

Mr. Johnston. Assuming that this profit is 50 per cent or 75 per cent or 100 per cent to the railroad company, would you still attempt to justify an increase of 5 per cent, or 5 cents, as the case may be, on coal rates?

Mr. Large. Yes, sir.

Mr. Johnston. From the Pittsburgh district?

Mr. Large. Yes, sir.

Mr. Johnston. Why?

Mr. Large. Because if we do not get a 5 per cent advance in the coal rates, even though they did yield such enormous profits, we would have to make a 20 per cent advance or a 25 per cent advance in all other rates to get the return that we are after.

Mr. Johnston. In other words, you would have to find some equitable basis or scientific way of asking rates that would put the coal where it belonged; is not that about right?

Mr. Large. Rates could not be made on a scientific basis.

Mr. Lyon. I have just one question. Do you think that coal rates can be made on a zone basis—a group basis?

Mr. Large. Yes.

Mr. Lyon. Do you make them on the group basis in the Pittsburgh district?

Mr. Large. Yes.

Mr. Lyon. On coal destined westbound from the Pittsburgh district do you make different rates or the same rates?

Mr. Large. The same rates.

Mr. Lyon. On coal destined from identically the same groups, eastbound, do you make the same rates or different rates?

Mr. Large. Different rates over the Pennsylvania Railroad.

Mr. Lyon. Why do you make them different over the Pennsylvania Railroad?

Mr. LARGE. Because from certain mines the distance to the west——

Mr. LYON (interposing). Why are certain mines selected for the preferential rates eastbound?

Mr. LARGE. They are not selected.

Mr. PATTERSON. You have no right to ask that question; there is no such statement.

Mr. LYON. What question have I not a right to ask?

Mr. PATTERSON. Let us have the last question read.

(The stenographer read as follows:)

"Mr. LYON. Why are certain mines selected for the preferential rates eastbound?"

Mr. LYON. Read the preceding question and answer.

(The stenographer read as follows:)

"Mr. LYON. Why do you make them different over the Pennsylvania Railroad?

"Mr. LARGE. Because from certain mines the distance to the west——"

Mr. PATTERSON. That is as far as he got. There you interrupted his answer.

Mr. LARGE. The distance from certain mines in what is generally termed the Pittsburgh district, although not as we term it the Pittsburgh district, the distance to the east is materially less than from all other mines in the Pittsburgh district; and the distance from those same mines to the west is less than most of the other mines in the Pittsburgh district.

Therefore to the west the rates are the same, while to the east the rates are .15 cents less, so far as the Pennsylvania Railroad is concerned. In other words, it is nothing more than a case of overlapping zones. But from the same territory over other lines of railroads the rates are the same east as they are west.

Mr. LYON. That is true over all the railroads except the Pennsylvania?

Mr. LARGE. That is true.

Mr. LYON. Are the mines from the Greensburg district less to the east than from the Westmoreland district?

Mr. LARGE. Yes.

Mr. LYON. Are they less to the west?

Mr. LARGE. Greensburg is slightly more.

Mr. LYON. And the rate is the same?

Mr. LARGE. To the west; yes.

Mr. LYON. The Panhandle is west of Pittsburgh?

Mr. LARGE. It is.

Mr. LYON. And the rates are the same as from Greensburg and Westmoreland westbound?

Mr. LARGE. They are.

Mr. LYON. Have you any reason for that other than you have stated here, if that be a reason?

Mr. LARGE. Well, so far as the Greensburg district is concerned, it is a very different quality of coal.

Mr. LYON. Do you make rates based on the quality of coal on the Pennsylvania?

Mr. LARGE. We did at one time.

Mr. **Lyon**. Do you do it now?

Mr. **Large**. No.

Mr. **Lyon**. Then why are the rates less from the Greensburg district?

Mr. **Large**. Because they have always been less.

Mr. **Lyon**. They were formerly less because of the quality of coal, and now they are continued that way not because of the quality of coal but because they have always been so?

Mr. **Large**. That is it exactly.

Mr. **Lyon**. Was there any other reason than the quality of the coal?

Mr. **Large**. Shorter distance; very materially shorter distance from the Pittsburgh district.

Mr. **Lyon**. But in shipping westbound that distance applies just as well as the greater distance does on nearer points?

Mr. **Large**. No, sir; the distance westbound is the same as the distance from the Pittsburgh district.

Mr. **Lyon**. You said the distance from the Greensburg district was the same as from the Panhandle?

Mr. **Large**. Not necessarily from the Panhandle, but from the P. V. & C.

Mr. **Lyon**. What is the P. V. & C.?

Mr. **Large**. The Monongahela division of the Pennsylvania Railroad.

Mr. **Lyon**. I am talking now about the main line of the Pennsylvania. You have already divided it into the Westmoreland, the Greensburg and——

Mr. **Large** (interposing). I will show you why [witness makes a sketch on a piece of paper]. Assuming that Pittsburgh is located at that particular spot [indicating], the main line of the Pennsylvania Railroad Co. runs east through Greensburg; the Pittsburgh district westbound extends down the Monongahela River to West Brownsville, 55 miles; Latrobe, or Greensburg, is only about 45 miles from Pittsburgh. Therefore, to the west, the distance from Westmoreland region, as you term it and as I term it, which is in the immediate vicinity of Pittsburgh, is much less than from those mines on the P. V. & C., whereas to the east it is 75 miles less.

Mr. **Lyon**. As I understand your statement, you do make the tariffs to the east on the distance basis, it being less from Greensburg, etc., than from the other groups which have been mentioned. That is true, is it?

Mr. **Large**. All freight rates, to some extent, are governed by distance.

Mr. **Lyon**. I am talking about rates on bituminous coal eastbound. As I understand your statement, you make a 15-cent lower rate from Greensburg east because Greensburg has the advantage of being nearer the East than the other mines. Am I correct in that?

Mr. **Large**. That is one reason; yes.

Mr. **Lyon**. What is another reason?

Mr. **Large**. The original reason was that Greensburg coal could not be sold in the East for the same purposes as Pittsburgh coal was.

Mr. **Lyon**. We have understood that. It is just as true now as it was then?

Mr. **Large.** One is used as a steam coal in the East and the other is used for gas-producing purposes.

Mr. **Lyon.** In your westbound rates the distances are the same from these groups, and therefore the rate is the same; is that right.

Mr. **Large.** The situation reverses itself. We have never felt we could apply a higher rate to the West for the shorter distance than for the longer distance. And it is perfectly reasonable to apply a higher rate to the East for a longer distance than for a shorter distance.

Mr. **Lyon.** Why is that? [Laughter.] I do not know what produces the laughter, but maybe it is my ignorance. However, I understood you to say it was easy for you to make a rate to the East based on distance, but that you could not do so in reference to the rates to the West.

Mr. **Large.** No, sir; I said that the natural limit of the Pittsburgh district was west of Brownsville, as the commission has since determined it.

Mr. **Lyon.** What commission has determined it?

Mr. **Large.** This honorable body, in the Clyde Coal Co. case: that the distance from those mines to Pittsburgh, over the lines running up the Valley of the Monongahela River, in the case of the Clyde mines, as I recall it, was about 65 or 70 miles.

The mines referred to by you as in the Westmoreland region are on the main line of the Pennsylvania Railroad, and are distant from Pittsburgh, on an average, probably of 20 miles.

In other words, they are 50 miles nearer the West than the present limit of the Pittsburgh district, and they are 90 miles nearer the East.

Therefore we never have felt that we could justify a higher rate west from those mines. But it must be perfectly obvious that by reason of the lesser haul we can justify a lower rate to the east.

Mr. **Lyon.** You make a lower rate to the east?

Mr. **Large.** Yes.

Mr. **Lyon.** I was probably not as fully acquainted with the distance as it looked to be on the map.

Mr. **Large.** I am quoting those distances from memory; they may not be correct, but they are approximately correct.

Mr. **Lyon.** When I have acquainted myself better with the distances I may make some further examination.

(Witness excused.)

Statement by O. E. **Butterfield** relative to coal rates from Indiana, Ohio, and Illinois:

Mr. **Butterfield.** I see it is practically the time for adjournment. If the commission is agreeable, I can make a very brief statement which will close this entire situation, and I imagine that counsel will accept my statement.

With reference to the coal rates from Indiana, Ohio, and Illinois, from the Pittsburgh district to points east, on the Cincinnati, Hamilton & Dayton, the increase was 5 cents a ton to points west of the Cincinnati, Hamilton & Dayton, and on the Cincinnati, Hamilton & Dayton the raise was 5 per cent. The increase from the Ohio district was the established differential under the proposed Pittsburgh rates.

From the mines in Indiana and Illinois, generally speaking, the increase was 5 cents per ton.

If any of the counsel wish at a later day to cross-examine Mr. Ingalls, who would have testified to substantially that statement, he will be brought back here for that purpose.

I assume now the commission wishes to adjourn at this point.

Mr. **Lyon**. Is the commission going to adjourn this hearing at this time until a later date?

The **Chairman**. That is our intention.

Mr. **Lyon**. It was our desire to be heard briefly on the general situation. I thought you were going to adjourn until to-morrow morning.

The **Chairman**. It is not the intention to hold any session to-morrow. How much time do you want?

Mr. **Lyon**. Just a few minutes, probably 10 minutes; but I can put it off if the commission prefers.

The **Chairman**. We have no special choice in the matter, except that we do not want to extend this hearing too long. We are not at liberty before we get in here or after we get out of here ourselves.

Mr. **Lyon**. Under the circumstances, as I understand there is going to be an adjournment until a near date, I will wait.

The **Chairman**. It is the purpose to adjourn this hearing at this time until December 10, at 10 o'clock a. m., at Washington.

Mr. **Lyon**. Will those who are opposing this increase be expected to be ready to proceed?

The **Chairman**. Anybody who is interested in the case is at liberty to be present. It is my understanding that the respondents will have further data which they will be prepared to present at that time, and perhaps to elaborate some of that which has been presented.

We shall expect the opponents, if there are any, to be ready whenever their turn comes.

Mr. **Lyon**. We wanted to have time to go over the exhibits which have been offered. They are very voluminous, and it is only a matter of a couple of weeks before the hearing will proceed.

The **Chairman**. We will adjourn until December 10, at 10 o'clock a. m., at this place.

(Thereupon, at 4.35 o'clock p. m., the further hearing in this matter, I. & S. Docket No. 333, was adjourned, to meet in Washington, D. C., Wednesday, December 10, 1913, at 10 o'clock a. m.)

SHRIVER EXHIBIT NO. 1.

The Ann Arbor R. R. Co.

[D denotes deficit or decrease.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 1.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9
2. Owned—miles of all main tracks	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9
3. Owned—miles of all tracks	388.43	388.43	388.96	391.16	403.81	404.95	409.19	409.19	388.11
4. Operated—miles of first main track	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9
5. Operated—miles of all main tracks	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9	291.9
6. Operated—miles of all tracks	388.43	388.43	388.96	391.16	403.81	404.95	409.19	409.19	388.11
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	$48,818.09	$48,818.09	$48,818.09	$48,818.09	$48,818.09	$48,818.09	$49,057.90	$51,367.28	$58,276.81
Per mile owned—all main tracks									
Per mile owned—all tracks	36,686.14	36,686.14	36,636.16	36,430.10	35,288.87	35,189.53	34,995.96	36,643.28	43,830.38
Capital stock	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00
Increase over previous year									
Funded debt, including notes issued for capital obligations	7,000,000.00	7,000,000.00	7,000,000.00	7,000,000.00	7,000,000.00	7,000,000.00	7,070,000.00	7,744,107.63	9,761,000.00
Increase over previous year							70,000.00	674,107.63	2,016,892.37
Ratio of capital stock to total capital obligations, per cent	50.17	50.17	50.17	50.17	50.17	50.17	49.37	48.35	42.62
C—PROPERTY INVESTMENT:[1]									
Per mile owned—first main track	49,595.05	49,595.05	49,619.06	49,624.30	50,501.63	50,801.53	51,596.38	54,956.59	56,455.47
Per mile owned—all main tracks									
Per mile owned—all tracks	37,270.03	37,270.03	37,237.26	37,031.73	36,505.85	36,619.25	36,806.83	39,203.86	42,460.52
Additions to property investment account			7,008.65	1,527.36	256,094.77	87,537.91	232,019.14	980,843.29	437,524.27
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	2,037,214.59	1,979,047.31	1,922,592.80	2,175,231.60	2,182,517.74	1,882,782.40	1,891,072.61	2,026,653.57	2,090,254.12
Total operating exepnses, including outside operations	1,443,202.51	1,471,839.08	1,348,086.10	1,384,059.53	1,344,417.19	1,375,596.74	1,352,655.23	1,500,303.37	1,469,191.66

Net operating revenue, including outside operations	594,012.08	307,208.23	574,506.70	791,172.07	838,100.55	507,185.66	538,417.38	526,350.20	621,062.46
Tax accruals	130,194.76	130,303.11	130,308.33	132,073.98	139,168.26	136,425.57	147,967.39	147,967.20	167,826.80
Operating income	463,817.32	376,905.12	444,198.37	659,098.09	698,932.29	370,760.06	390,442.99	378,383.00	453,235.66
Other income relating to operation									
Hire of equipment—Cr			10,771.68						
Joint facilities—Cr									
Miscellaneous rents—Cr									
Total			10.771.68						
Deductions from income relating to operation									
Hire of equipment—Dr	558.14	3.293.70		7,620.76	55,985.63		174,642.80	52,634.48	10,741.23
Joint facilities—Dr			49.11		15,256.00		7,919.60		
Miscellaneous rents—Dr									
Total	558.14	3,293.70	49.11	7,620.76	71,241.63		182,562.40	52,634.48	10,741.23
Net operating income	463,259.18	373,611.42	454,920.94	651,477.33	627,690.66		207,887.59	325,748.52	442,494.43
Per cent on property investment									
Other income	4,116.16	11,894.18	15,672.66	28,265.00	27,583.72	98,109.57	101,487.93	72,775.00	53,158.85
Total income	467,375.34	385,505.60	470,593.60	679,742.33	655,274.38	468,879.61	309,375.52	398,523.52	495,653.28
Other deductions									
Lease of roads									
Interest deductions	280,000.00	280,000.00	280,000.00	280,000.00	280,000.00	280,000.00	281,655.44	308,232.10	332,186.82
Miscellaneous other deductions						133,495.01	9,629.58	5,996.74	320.84
Total	280,000.00	280,000.00	280,000.00	280,000.00	280,000.00	413,495.91	291,285.02	314,228.84	332,507.66
Net corporate income for the year	187.375.34	105,505.60	190,593.60	347,742.33	375,274.38	55.384.65	18,090.50	84,294 68	163,145.62
Per cent on capital stock outstanding	02.58	01.46	02.63	05.50	05.18	0.76	0.02	01.16	02.25
E—Profit and loss account:									
Accumulated surplus brought forwar from preceding year	647,118.02	834,493.36	939,998.96	1,091,654.34	1,260,840.19	1,615,974.43	1,650,952.39	1,607,093.61	1,463,659.44
Net corporate income for the year	187,375.34	105,505.60	190,593.60	399,742.33	375,274.38	55,384.65	18,090.50	84.294.68	163,145.62
Miscellaneous profit and loss items—net			D 38,938.22	D 230,556.48	D 20,140.14	D 20,406.69	D 61,948.28	D 227,728.85	D 57,734.81
Total surplus	834,493.36	939,998.96	1,091,654.34	1,260,840.19	1,615,974.43	1,650,952.39	1,607,093.61	1,463,659.44	1,569,070.25
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	834,493.36	939.998.96	1,091.654.34	1.260.840.19	1,615.974.43	1,650,952.39	1,607.093.61	1,463,659.44	1,569,070.25

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Ann Arbor R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	291.9	291.9	291.9	291.9		291.9			
2. Owned—miles of all main tracks	291.9	291.9	291.9	291.9		291.9			
3. Owned—miles of all tracks	388.49	398.86	392.16	399.9	.0199	396.07	.0144	.0506	.0252
4. Operated—miles of first main track	291.9	291.9	291.9	291.9		291.9			
5. Operated—miles of all main tracks	291.9	291.9	291.9	291.9		291.9			
6. Operated—miles of all tracks	388.49	398.86	392.16	399.9	.0199	396.07	.0144	.0506	.0252
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	$57,742.38	$58,574.85	$48,818.09	$53,532.10	.0867	$51,177.29	.1178	.1241	.1403
Per mile owned—all main tracks									
Per mile owned—all tracks	43,385.74	42,867.17	36,345.48	39,066.03	.0677	37,715.58	.1339	.1840	.1698
Capital stock	7,250,000.00	7,250,000.00	7,250,000.00	7,250,000.00		7,250,000.00			
Increase over previous year									
Funded debt, including notes issued for capital obligations	9,605,000.00	9,848,000.00	7,000,000.00	8,376,021.53	.1966	7,688,010.76	.1996	.2403	.2717
Increase over previous year	D 56,000.00	243,000.00		52,100.00		260,500.00	.6699	.7686	6395
Ratio of capital stock to total capital obligations, per cent	43.01	42.40	50.17	46.20	.069	48.44	.1262	.1104	.1231
C—PROPERTY INVESTMENT:[1]									
Per mile owned—first main track	58,907.42	59,196.34	49,787.02	54,543.48	.0955	$52,165.25	.1145	.0784	.0771
Per mile owned—all main tracks									
Per mile owned—all tracks	44,261.31	43,321.99	37,062.98	39,870.05	.0758	38,466.66	.0941	.1290	.1050
Additions to property investment account	715,724.86	84,333.63	52,926.16	490,729.29	8.2719	271,828.02	.6202	.2702	.9140
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	2,299,245.46	2,282,990.64	2,059,320.80	2,038,001.63	.01035	2,048,661.21	.1093	.1345	.1265
Total operating expenses, including outside operations	1,605,988.43	1,654,321.67	1,398,320.88	1,460,747.09	.04464	1,429,533.98	.0904	.0704	.1026
Net operating revenue, including outside operations	693,257.03	628,668.97	660,999.92	577,254.54	.1267	619,127.23	.0107	.3171	.1944
Tax accruals	167,826.72	167,158.68	132,409.68	153,602.75	.1601	143,006.21	.1479	.1342	.1297
Operating income	525,430.31	461,510.29	528,590.24	423,650.79	.1893	476,121.02	.0995	.3886	.2196

Other income relating to operation.									
Hire of equipment—Cr.		9,530.56	2,154.33			1,077.16			
Joint facilities—Cr.		49,886.86							
Miscellaneous rents—Cr.		2,471.25							
Total		61,888.67	2,154.33			1,077.16			
Deductions from income relating to operation.									
Hire of equipment—Dr.	38,240.74		13,491.64	55,256.85	3.095	34,371.74	.1012	.2734	
Joint facilities—Dr.			3,061.02	1,583.92	.4825	2,322.47			
Miscellaneous rents—Dr.									
Total	38,240.74		16,552.66	56,833.77	2.4336	36,694.21	.0404	.2734	
Net operating income	487,189.57	523,398.96	514,191.90	292,667.02	.4309	403,427.96	.1719	.4956	.0606
Per cent on property investment									
Other income	51,225.78	250.00	17,506.34	75,353.42	3.304	46,429.88	.9362	.2961	.9965
Total income	538,415.35	523,648.96	531,698.24	442,169.45	.1683	486,933.85	.0956	.3510	.3139
Other deductions.									
Lease of roads									
Interest deductions	538,131.18	361,722.67	280,000.00	312,041.10	.1144	296,020.55	.1734	.1618	.1735
Miscellaneous other deductions		6,583.70		29,888.43		14,944.21			.0979
Total	538,131.18	368,306.37	280,000.00	270,303.30	.03463	275,151.65			.1721
Net corporate income for the year	180,284.17	155,342.59	251,698.25	100,239.92	.2084	175,969.08	.0239	1.139	.8428
Per cent on capital stock outstanding	02.49	02.14	03.47	01.33	.6167	02.40	.0361	2.87	.8448
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	1,569,070.25	1,688,997.10	954,820.97	1,581,350.02	.6562	$1,268,085.49	.1918	.0237	.0510
Net corporate income for the year	180,284.17	155,342.59	251,698.25	100,239.92	.6025	175,969.08	.0239	1.139	.8428
Miscellaneous profit and loss items—net	D 60,357.32	D 411,425.77	D 57,926.96	D 85,635.39	D .4783	D 71,781.17	.1893	.7349	D .8066
Total surplus	1,688,997.10	1,432,913.92	1,148,592.26	1,595,954.55	.9336	1,372,273.40	.1875	.154	.0210
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	1,688,997.10	1,432,913.92	1,148,592.26	1,595,954.55	.0394	1,372,273.40	.1875	.154	.0210

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Ann Arbor R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 2.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$1,414,416.21	$1,313,720.51	$1,306,412.03	$1,551,377.24	$1,567,543.14	$1,302,620.74	$1,146,718.60	$1,264,660.99	$1,323,943.68
Passenger revenue	419,665.02	434,606.76	429,531.06	449,183.71	473,421.39	462,894.74	450,324.29	467,429.80	490,487.81
Mail revenue	36,862.99	37,650.16	37,676.45	37,615.95	37,132.98	37,889.90	39,926.06	39,936.63	39,992.84
Express revenue	16,605.65	17,665.83	20,551.66	22,041.02	20,863.23	23,604.49	24,617.11	29,265.70	27,219.93
Other transportation revenue	149,664.72	175,404.05	128,421.60	114,943.68	83,557.00	43,573.75	37,050.80	44,622.46	42,817.80
Revenue from operations other than transportation						12,198.78	9,863.80 182,591.95	10,244.04 170,493.95	10,154.06 155,638.00
Total operating revenue	2,037,214.59	1,979,047.31	1,922,592.80	2,175,231.60	2,182,517.74	1,882,782.40	1,891,072.61	2,026,653.57	2,090,254.12
Per mile operated—first main track									
Per mile operated—all main tracks	6,979.15	6,779.88	6,586.47	7,451.97	7,442.03	6,352.17	5,672.79	6,358.88	6,627.67
Per mile operated—all tracks	5,244.74	5,094.99	4,942.90	5,560.97	5,404.82	4,649.42	4,626.50	4,952.84	5,385.73
B—EXPENSES:									
Maintenance of way and structures	376,076.53	326,912.57	308,133.36	300,546.24	255,773.21	187,064.00	254,718.49	298,306.18	259,444.58
Per mile operated—first main track Per mile operated—all main tracks	1,288.37	1,119.95	1,055.61	1,029.62	876.24	640.85	872.62	1,021.94	888.81
Per mile operated—all tracks	968.19	841.63	792.20	768.35	633.40	461.95	623.50	729.02	668.48
Ratio to total operating revenue	18.46	16.52	16.03	13.82	11.72	09.94	14.91	16.07	13.41
Ratio to total operating expenses	26.06	22.21	22.86	21.71	19.04	13.60	21.28	22.97	19.87
Maintenance of equipment	291,002.29	318,953.15	280,014.18	300,221.44	289,012.37	341,771.82	193,864.57	246,453.23	245,415.05
Ratio to total operating revenue	14.28	16.12	14.56	13.80	13.24	18.15	11.35	13.28	12.69
Ratio to total operating expenses	20.16	21.67	20.77	21.69	21.51	24.85	16.19	18.98	18.80
Traffic expenses						34,265.30	38,216.19	46,981.28	48,580.86
Ratio to total operating revenue						01.82	03.23	02.53	02.51
Ratio to total operating expenses						02.49	03.19	03.62	03.74
Transportation expenses	719,535.59	755,843.07	696,970.77	729,527.12	752,279.89	766,889.58	662,157.29	642,805.53	666,733.78
Ratio to total operating revenue	35.32	38.19	36.25	33.54	34.46	40.73	38.76	34.63	34.46
Ratio to total operating expenses	49.86	51.35	51.70	52.71	56.00	55.75	56.30	49.49	51.07
General expenses	56,588.10	70,130.29	62,967.79	53,764.73	46,354.93	45,606.04	48,350.68	64,221.70	85,193.89
Ratio to total operating revenue	02.78	03.54	03.27	02.47	02.12	02.42	02.83	03.46	04.40
Ratio to total operating expenses	03.92	04.77	04.67	03.89	03.45	03.31	04.04	04.94	06.52
Total operating expenses	1,443,202.51	1,471,839.08	1,348,086.10	1,384,059.53	1,343,420.40	1,375,596.74	155,302.01 1,352,655.23	201,535.05 1,500,303.37	163,823.50 1,469,191.66

Ratio to total operating revenue	70.84	74.37	70.01	63.63	61.54	73.06	10.08	69.97	67.47
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES:									
Per mile owned—first main track									
Per mile owned—all main tracks	446.02	446.39	446.41	452.46	476.77	487.30	547.37	560.36	558.07
Per mile owned—all tracks	335.18	335.46	335.02	337.65	344.64	351.26	390.47	399.74	419.74
Ratio to total operating revenue	06.39	06.58	06.78	06.08	06.38	07.25	0.83	07.30	08.03
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	66,120.30	78,061.30	72,967.44	67,257.79	61,501.31	54,875.08	68,010.92	63,804.10	95,770.43
Cost per 100 pounds tractive power	7.82	9.34	8.88	8.18	7.48	6.68	5.30	4.50	7.33
Average cost per locomotive	1,377.51	1,593.09	1,520.15	1,401.20	1,336.99	1,097.50	1,214.48	1,081.43	1,877.85
Passenger-train cars	20,909.99	9,232.84	23,423.82	16,596.64	23,770.89	13,462.80	17,355.25	21,246.30	22,972.22
Average cost per passenger car	746.79	318.37	755.61	518.64	679.16	363.86	469.06	531.16	589.03
Freight-train cars	88,560.26	125,404.29	109,859.10	149,100.59	131,233.04	102,843.40	87,938.25	128,132.45	103,557.47
Average cost per freight car	39.85	56.85	50.81	68.93	61.32	51.52	45.75	47.39	42.06
F—STATISTICS:									
Number of passengers carried 1 mile	17,387,447	19,664,045	19,991,892	202,239,56	23,328,277	23,848,041	25,321,925	26,850,309	28,787,790
Average rate per passenger per mile	02.41	02.21	02.12	02.22	02.03	01.94	01.78	01.74	01.70
Number of tons of revenue freight carried 1 mile	204,510,829	182,242,703	193,218,603	275,700,908	294,164,560	277,054,377	254,139,898	250,223,316	233,802,696
Average rate per ton per mile	00.69	00.72	00.67	00.56	00.53	00.47	00.45	00.50	00.56
Average revenue tons per car per mile	17.2	16.6	17.5	21.6	23.1	27.6	21.7	22.90	20.8
Average revenue tons per train per mile	+286.22	265.61	283.26	391.34	415.74	443.98	419.00	463.42	437.21

SHRIVER EXHIBIT No. 1—Continued.

The Ann Harbor R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$1,447,073.74	$1,381,715.86	$1,430,693.82	$1,297,003.55	09.35	$1,363,848.68	05.75	14.42	09.26
Passenger revenue	541,173.30	549,661.11	441,281.58	482,461.98	09.33	461,871.78	14.65	15.78	17.60
Mail revenue	40,126.26	40,109.22	37,401.70	39,570.33	05.8	38,486.02	04.09	00.47	00.43
Express revenue	37,778.58	36,000.00	19,545.47	28,497.16	45.79	24,021.31	36.42	29.09	23.01
Other transportation revenue	40,891.47	48,381.20	129,798.21	41,791.25	67.8	85,794.73	109.9	08.36	08.42
Revenue from operations other than transportation	13,341.28 178,860.83	16,835.03 210,294.13		11,160.39		5,680.19	58.17	30.24	64.34
Total operating revenue	2,299,245.46	2,072,696.51	2,059,320.80	2,038,001.63	01.03	2,048,661.22	01.73	12.79	03.91
Per mile operated—first main track									
Per mile operated—all main tracks	7,264.07	7,100.71	7,048.90	6,456.51	08.4	6,752.70	07.04	14.24	11.66
Per mile operated—all tracks	5,918.41	5,196.55	5,249.68	5,105.58	02.75	5,177.63	12.52	19.49	04.92
B—EXPENSES:									
Maintenance of way and structures	238,049.37	295,140.66	313,488.38	247,516.52	21.05	280,502.45	17.83	20.20	01.06
Per mile operated—first main track	815.52	1,011.10	1,073.95	847.94	21.04	960.95	17.83	20.19	01.06
Per mile operated—all main tracks									
Per mile operated—all tracks	612.75	739.71	800.75	618.94	22.7	709.85	15.85	15.95	01.47
Ratio to total operating revenue	11.23	14.24	15.31	13.11	14.37	14.21	26.54	30.12	11.39
Ratio to total operating expenses	16.77	20.57	22.37	18.89	15.56	20.63	23.02	26.99	10.45
Maintenance of equipment	236,677.75	259,188.42	295,840.68	252,836.48	14.53	274,338.58	15.92	03.97	05.17
Ratio to total operating revenue	11.16	12.50	14.40	13.32	07.5	13.86	24.19	15.96	05.87
Ratio to total operating expenses	16.67	18.06	21.16	19.09	09.8	20.12	20.69	12.17	04.85
Traffic expenses	50,442.16	49,640.58		43,696.75		21,848.38	56.68	07.37	05.66
Ratio to total operating revenue	02.38	02.39		02.29		01.15	51.68	05.93	06.53
Ratio to total operating expenses	03.56	03.46		03.32		01.66	53.37	01.65	04.41
Transportation expenses	800,710.80	743,898.86	730,831.28	707,859.39	31.43	719,345.34	10.16	24.56	15.73
Ratio to total opertaing revenue	37.76	35.89	35.55	37.26	04.8	36.41	03.58	09.04	03.64
Ratio to total operating expenses	56.41	51.84	52.32	53.60	02.4	52.96	06.11	13.98	04.75
General expenses	93,568.23	87,214.95	57,961.16	67,389.70	16.27	62,675.43	33.02	45.69	35.81
Ratio to total operating revenue	04.41	04.21	02.83	03.50	23.67	03.17	28.18	27.46	21.68
Ratio to total operating expenses	06.59	16.07	04.14	06.01	22.71	04.61	30.32	33.4	22.53
Total operating expenses	186,540.12 1,605,988.43	219,238.20 1,435,083.47	1,398,121.52	1,460,747.09	04.48	1,429,434.31	20.26	05.39	02.79
Ratio to total operating revenue	66.94	69.23	68.07	69.50	02.1	68.79	02.76	04.33	01.06
Ratio to total operating expenses	100.00	100.00	100.00	100.00		100.00			

C—TAXES:									
Per mile owned—first main track									
Per mile owned—all main tracks	545.16	572.66	453.61	559.65	18.97	496.63	08.9	02.71	02.19
Per mile owned—all tracks	409.62	419.09	337.59	394.16	16.76	365.88	10.68	02.47	04.83
Ratio to total operating revenue	07.30	07.32	06.44	07.54	01.7	06.99	04.24	00.00	02.27
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	99,295.38	123,008.65	69,181.62	76,351.18	10.36	72,766.40	26.72	55.62	61.81
Cost per 100 pounds tractive power	7.84		8.34	6.26	24.94	7.10	09.44	74.22	
Average cost per locomotive	2,206.56		1,445.78	1,495.56	03.44	1,470.67	33.34	104.04	
Passenger-train cars	15,337.13	21,493.96	18,786.83	18,074.76	03.79	18,430.78	20.17	27.81	00.12
Average cost per passenger car	403.61		603.71	471.34	21.93	537.53	33.18	24.01	
Freight-train cars	92,596.74	95,292.50	120,831.45	103,013.66	14.24	111,922.55	20.87	27.73	25.63
Average cost per freight car	32.05		55.55	43.75		49.65	54.91	32.36	
F—STATISTICS:									
Number of passengers carried 1 mile	31,367,512	30,139,644	20,119,123	27,235,115	35.37	23,677,114	24.52	16.82	12.25
Average rate per passenger per mile	01.72	01.82	02.19	01.77	19.18	01.98	15.12	01.15	04.59
Number of tons of revenue freight carried 1 mile	274,971,595	279,587,372	229,967,520	258,031,376	12.21	244,002,948	11.26	09.89	11.74
Average rate per ton per mile	00.52	00.49	00.63	00.50	20.63	00.56	07.14	04	.02
Average revenue tons per car per mile	21.19	22.2	19.0	22.9	20.53	20.9	01.39	07.47	03.07
Average revenue tons per train per mile	447.00	479.86	328.43	412.12	34.62	385.28	13.81	03.54	03.55

SHRIVER EXHIBIT No. 1—Continued.

The Baltimore & Ohio system.

[D denotes deficit or decrease.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 3.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	4,370.12	4,391.77	4,431.21	4,434.81	4,416.71	4,413.92	4,425.10	4,379.13	4,378.50
2. Owned—miles of all main tracks	5,455.45	5,521.72	5,616.71	5,666.42	5,681.61	5,730.68	5,684.60	5,626.12	5,700.47
3. Owned—miles of all tracks	7,534.00	7,747.32	7,933.58	8,065.81	8,133.31	8,286.24	8,292.28	8,295.06	8,460.33
4. Operated—miles of first main track	4,420.52	4,465.87	4,505.28	4,509.23	4,486.62	4,471.47	4,483.42	4,457.91	4,457.28
5. Operated—miles of all main tracks	5,524.39	5,624.00	5,720.23	5,769.02	5,795.18	5,816.18	5,806.91	5,796.15	5,870.50
6. Operated—miles of all tracks	7,603.81	7,853.90	8,040.43	8,173.04	8,261.58	8,376.37	8,419.23	8,486.69	8,652.22
B—TOTAL CAPITAL OBLIGATIONS	$434,531,434	$449,776,681	$455,600,630	$455,344,403	$471,401,462	$484,510,362	$488,092,663	$527,617,644	$537,627,975
Per mile owned—first main track	99,432	102,414	102,816	102,675	106,731	109,769	110,301	120,485	122,788
Per mile owned—all main tracks	79,651	81,456	81,115	80,358	82,970	84,547	85,862	93,780	94,313
Per mile owned—all tracks	57,676	58,056	57.427	56,454	57,959	58,472	58,861	63,606	63,547
Capital stock	190,265,868	189,904,601	189,410,533	199,005,884	215,613,162	212,627,612	212,533,079	212,204,567	212,203,719
Increase over previous year	46,698,236	D 364,260	D 494,068	9,595,351	16,607,278	D 2,985,550	D 94,533	D 328,512	D 848
Funded debt, including notes issued for capital obligations	244,262,573	259,872,080	266,190,097	256,338,519	255,788,300	271,882,750	275,559,584	315,413,077	325,424,256
Increase over previous year	D 8,756,928	15,609,507	6,318,017	D 9,861,578	D 550,219	16,094,450	3,676,834	39,853,493	10,011,179
Ratio of capital stock to total capital obligations, per cent	43.79	42.02	41.57	43.70	45.74	43.89	43.54	40.22	39.47
C—PROPERTY INVESTMENT[1]	407,161,578	418,599,956	424,000,611	447,136,397	456,137,792	460,799,762	461,619,987	466,915,057	492,707,361
Per mile owned—first main track	93,169	95,315	95,685	100,834	103,275	104,397	104,319	106,623	112,529
Per mile owned—all main tracks	74,634	75,810	75,489	78,910	80,283	80,409	81,205	82,901	86,433
Per mile owned—all tracks	54,043	54,032	53,444	55,436	56,083	55,610	55,669	56,288	58,237
Additions to property investment account	20,223,827	11,438,378	5,400,655	23,134,786	9,002,395	4,661,970	820,225	5,295,070	25,792,304
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	68,986,452	70,249,345	73,436,438	83,550,819	89,774,999	80,621,555	78,868,282	91,482,685	91,409,817
Total operating expenses, including outside operations	42,310,618	47,046,526	48,470,788	54,066,758	60,248,073	59,331,908	53,735,673	64,111,286	65,737,426
Net operating revenue, including outside operations	26,675,834	23,202,819	24,967,272	29,484,061	29,526,926	21,289,647	25,132,609	27,371,399	25,672,391
Tax accruals	1,389,723	1,470,812	1,545,192	1,627,123	1,974,102	2,250,608	2,322,476	2,525,464	2,656,750
Operating income	25,286,111	21,732,007	23,422,080	27,856,938	27,552,824	19,039,039	22,810,133	24,845,935	23,015,641
Other income relating to operation									
Hire of equipment—Cr		14,868	45,200		337,087	236,209			

Joint facilities—Cr.						479,749	460,088	495,521	517,455
Miscellaneous rents—Cr.	182,301	218,019	272,451	208,222	297,110	376,027	472,417	466,974	478,540
Total	25,468,412	21,964,894	23,739,731	28,155,160	28,187,021	20,131,015	23,742,588	25,806,430	24,011,636
Deductions from income relating to operation.									
Hire of equipment—Dr.	346,934	21,205	15,791	55,552	32,212	36,896	225,873	464,455	802,171
Joint facilities—Dr.	640,655	650,838	608,432	242,884	257,411	804,545	710,846	853,377	835,461
Miscellaneous rents—Dr.	7,397	5,493	37,128	45,383	43,311	119,349	157,243	185,402	205,272
Total	994,986	677,536	661,361	343,824	332,934	960,790	1,093,962	1,503,234	1,842,904
Net operating income	24,473,426	21,287,358	23,078,380	27,811,336	27,854,087	19,170,225	22,648,626	24,305,196	22,168,732
Per cent on property investment	6.01	5.09	5.44	6.22	6.11	4.16	4.91	5.21	4.50
Other income	1,484,702	1,649,276	2,370,669	2,659,097	2,413,298	2,088,728	2,203,745	3,086,920	3,729,130
Total income	25,958,208	22,936,634	25,449,049	30,470,433	30,267,385	21,258,953	24,852,371	27,392,116	25,897,862
Other deductions.									
Lease of roads									
Interest deductions	9,748,396	9,624,615	9,985,505	10,022,522	9,975,243	9,966,772	10,303,132	10,788,928	12,584,251
Miscellaneous other deductions	1,166,880	427,656	1,165,935	1,803,298	1,652,307	450,099	460,527	243,010	353,442
Total	10,915,276	10,052,271	11,151,440	11,825,820	11,627,550	10,416,871	10,763,659	11,031,938	12,937,693
Net corporate income for the year	15,042,932	12,884,363	14,297,609	18,644,613	18,639,835	10,842,082	14,088,712	16,360,178	12,960,169
Per cent on capital stock outstanding	7.91	6.78	7.55	9.37	8.65	5.10	6.63	7.71	6.11
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	5.71	5.00	5.33	6.30	6.07	4.29	5.00	5.15	4.75
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	2,774,580	6,897,264	9,197,605	11,835,276	18,565,294	22,355,051	20,619,282	21,687,984	26,905,755
Net corporate income for the year	15,042,932	12,884,363	14,297,609	18,644,613	18,639,835	10,842,082	14,088,712	16,360,178	12,960,169
Miscellaneous profit and loss items—net	D 70,870	D 1,186,175	D 1,167,288	494,953	361,070	D 576,089	D 841,055	898,789	[4]11,326,762
Total surplus	17,746,642	18,595,452	22,327,926	30,974,842	37,566,199	32,621,044	33,866,939	38,946,951	51,192,686
Dividends declared	7,349,378	7,397,847	7,992,311	9,332,399	11,566,819	11,554,573	11,473,511	11,474,214	11,476,145
Per cent on capital stock outstanding	3.86	3.90	4.22	4.69	5.36	5.43	5.40	5.41	5.41
Additions, betterments, and permanent improvements appropriations[4]	3,500,000	2,000,000	2,500,339	3,077,149	3,010,050	*310,717	*551,943	*415,761	
Additions, betterments, and permanent improvements accumulations, $7,148,329.									
Sinking and special reserve funds appropriations					*634,279	*136,472	*153,501	*151,221	*96,627
Total surplus appropriated	10,849,378	9,397,847	10,492,650	12,409,548	15,211,148	12,001,762	12,178,955	12,041,196	11,572,772
Unappropriated surplus carried over to the following year	6,897,264	9,197,605	11,836,276	18,565,294	22,355,051	20,619,282	21,687,984	26,905,755	39,619,914

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Includes additions to property through income prior to June 30, 1907. $11,823,333.48

[4] Accumulated charges to additions and betterments to June 30, 1902.. 7,148,329.26
Accumulated charges to additions and betterments to July 1, 1902, to June 30, 1907 .... 14,000,000.00
21,148,329.26

Less credit to equipment, account revaluation, 1910... $8,516,160.00
Less credit, account Pier 8, Locust Point, collapsed..... 58,835.78
Less credit, account abandoned tracks, P. C. & T. R. R. 750,000.00
$9,324,995.78
11,823,333.48

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Baltimore & Ohio system—Continued.

PROPERTY INVESTMENTS AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	4,401.16	4,402.55	4,408.92	4,399.56	D .21	4,404.24	D .07	.50	.53
2. Owned—miles of all main tracks	5,781.54	5,821.76	5,588.38	5,704.68	2.08	5,646.53	2.39	2.76	3.47
3. Owned—miles of all tracks	8,649.85	8,773.65	7,882.80	8,396.75	6.51	8,139.77	6.27	4.28	5.76
4. Operated—miles of first main track	4,478.60	4,479.87	4,477.30	4,469.73	D .16	4,473.52	.11	.46	.49
5. Operated—miles of all main tracks	5,949.53	5,989.68	5,686.57	5,847.85	2.83	5,767.21	3.16	2.65	3.34
6. Operated—miles of all tracks	8,839.90	8,964.49	7,986.55	8,554.88	7.11	8,270.71	6.88	4.16	5.62
B—TOTAL CAPITAL OBLIGATIONS	$547,552,488	$570,212,388	$453,330,922	$517,080,226	14.06	$485,205,574	12.85	3.78	8.07
Per mile owned—first main track	124,411	129,519	102,821	117,530	14.31	110,168	12.93	3.26	7.50
Per mile owned—all main tracks	94,707	97,945	81,120	90,641	11.74	85,930	10.21	.99	4.44
Per mile owned—all tracks	63,302	64,991	57,509	61,581	7.08	59,609	6.20	D .48	2.18
Capital stock	211,379,229	211,317,307	196,840,608	212,189,641	7.80	204,515,125	3.36	D .39	D .42
Increase over previous year	D 824,490	D 61,922		15,349,033					
Funded debt, including notes issued for capital obligations	336,173,259	358,895,081	256,490,314	304,890,585	18.87	280,690,450	19.77	6.58	13.79
Increase over previous year	10,749,003	22,721,822		48,400,271					
Ratio of capital stock to total capital obligations, per cent	38.60	37.06	43.42	41.04	D 5.48	42.15	D 8.42	D 4.02	D 7.86
C—PROPERTY INVESTMENT[1]	508,172,375	523,549,059	430,607,067	478,042,908	11.02	454,324,988	11.85	8.84	12.13
Per mile owned—first main track	115,463	118,920	97,667	108,657	11.25	103,156	11.93	8.29	11.53
Per mile owned—all main tracks	87,896	89,930	77,054	83,798	8.75	80,461	9.24	5.91	8.36
Per mile owned—all tracks	58,749	59,673	54,626	56,932	4.22	55,815	5.26	4.37	6.01
Additions to property investment account	15,465,014	15,376,684	13,840,008	10,406,917	D 24.81	12,123,462	27.56	192.01	190.40
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	95,517,771	104,824,176	77,199,935	87,580,022	13.45	82,389,978	15.93	4.41	14.58
Total operating expenses, including outside operations	67,775,068	77,399,644	50,428,553	62,138,272	23.22	56,283,413	20.42	5.71	20.73
Net operating revenue, including outside operations	27,742,703	27,424,532	26,771,382	25,441,750	D 4.97	26,106,565	6.27	1.36	.19
Tax accruals	3,048,648	3,179,882	1,601,390	2,560,789	59.91	2,081,090	46.50	20.72	25.91
Operating income	24,694,055	24,244,650	25,169,992	22,880,961	D 9.09	24,025,475	2.78	D .61	D 2.42
Other income relating to operation									
Hire of equipment—Cr			79,431	47,242	D 40.52	63,336	D 100.00		
Joint facilities—Cr	578,797	603,880		506,310	100.00	253,155	128.63	16.81	21.87
Miscellaneous rents—Cr	501,926	461,613	253,621	459,177	81.05	356,399	40.84	7.48	D 1.15
Total	25,774,778	25,310,143	25,503,044	23,893,690	D 6.31	24,698,365	4.36	D .13	D 1.93
Deductions from income relating to operation									
Hire of equipment—Dr	564,535	670,613	94,338	418,786	343.92	256,562	120.04	21.55	44.39
Joint facilities—Dr	859,727	849,687	480,044	812,791	69.32	646,418	33.00	.74	D .43

Miscellaneous rents—Dr	174,416	145,438	27,744	168,337	506.75	98,040	77.90	D 5.93	D 21.55
Total	1,598,677	1,665,738	602,126	1,309,914	132.50	1,001,020	59.70	6.35	10.81
Net operating income	24,176,101	23,644,405	24,900,918	22,493,776	D 9.67	23,697,345	2.02	D .53	D 2.72
Per cent on property investment	4.76	4.52	5.78	4.71	D 18.51	5.22	D 8.81	D 8.64	D 13.24
Other income	3,125,526	3,953,366	2,115,424	2,846,810	34.57	2,481,117	25.97	1.25	28.07
Total income	27,301,627	27,597,771	27,016,342	25,340,586	D 6.20	26,178,462	4.29	D .33	.75
Other deductions									
Lease of roads									
Interest deductions	13,094,742	13,865,211	9,871,256	11,347,565	14.96	10,609,411	23.43	21.37	28.51
Miscellaneous other deductions	106,300	175,305	1,243,215	322,676	D 74.04	782,945	D 86.42	D 56.26	D 27.86
Total	13,201,042	14,040,516	11,114,471	11,670,241	5.00	11,392,356	15.88	19.66	27.27
Net corporate income for the year	14,100,585	13,557,255	15,901,871	13,670,345	D 14.03	14,786,106	D 4.64	D 13.81	D 17.13
Per cent on capital stock outstanding	6.67	6.42	8.08	6.44	D 20.30	7.23	D 7.74	D 13.49	D 16.73
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	4.97	4.81	5.69	4.84	D 14.94	5.23	D 4.97	D 3.49	D 6.60
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	39,619,914	41,992,097	9,854,004	26,237,597	166.26	18,045,800	119.55	82.68	93.62
Net corporate income for the year	14,100,585	13,557,255	15,901,871	13,670,345	D 14.03	14,786,106	D 4.64	D 13.81	D 17.13
Miscellaneous profit and loss items—net	D 97,408	D 5,203,188	D 313,662	2,142,199	782.96	914,268	D 110.65	D 110.84	D 678.91
Total surplus	53,623,091	50,346,164	25,442,213	42,050,141	65.27	33,746,174	58.90	37.68	29.27
Dividends declared	11,476,131	11,475,869	8,727,751	11,490,915	31.66	10,109,333	13.52	.02	.01
Per cent on capital stock outstanding	5.43	5.43	4.43	5.42	22.35	4.94	9.91	.37	.37
Additions, betterments, and permanent improvements appropriations [1]			2,817,507	255,684	D 90.92	1,536,596	D 100.00	D 100.00	D 100
Additions, betterments, and permanent improvements accumulated, $7,148,329.									
Sinking and special reserve funds appropriations	*154,863	*176,329	126,856	138,537	9.21	132,696	16.71	2.41	16.60
Total surplus appropriated	11,630,994	11,652,198	11,672,114	11,885,136	1.83	11,778,625	D 1.25	D 3.41	D 3.23
Unappropriated surplus carried over to the following year	41,992,097	38,693,966	13,770,099	30,165,005	119.06	21,967,549	91.16	56.07	43.81
Accumulated surplus appropriated from profit and loss (items marked *)		2,781,713							
Total surplus June 30, 1913		41,475,679							
Surplus accumulated to 1903		9,922,909							
Surplus accumulated 1903–1913, inclusive		31,562,770							
Average per annum		2,868,434							

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

SHRIVER EXHIBIT No. 1—Continued.

The Baltimore & Ohio system—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 4.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue [1]	$52,051,395.61	$52,693,451.40	$55,304,959.12	$65,034,460.75	$70,854,009.36	$61,415,067.29	$59,311,911.28	$70,650,017.48	$69,032,794.81
Passenger revenue	13,420,978.81	14,007,469.44	14,682,266.64	14,635,879.98	15,138,711.53	14,777,361.95	13,983,625.40	14,958,222.02	15,695,839.00
Mail revenue	1,398,915.63	1,434,639.41	1,443,531.79	1,454,922.30	1,453,816.60	1,261,904.07	1,257,968.58	1,178,720.96	1,170,791.05
Express revenue	1,241,653.23	1,323,355.49	1,291,358.02	1,589,968.42	1,512,055.95	1,507,805.62	1,533,967.39	1,723,456.97	1,788,446.92
Other transportation revenue	409,913.39	384,387.59	390,132.51	409,351.56	499,905.88	561,259.28	517,407.13	546,097.81	580,083.57
Revenue from operations other than transportation	463,595.22	406,041.96	325,812.30	426,235.66	316,499.29	1,098,156.40	2,263,402.11	2,426,169.92	3,141,861.27
Total operating revenue	68,986,451.89	70,249,345.29	73,438,060.38	83,550,818.67	89,774,998.61	80,621,554.61	78,868,281.89	91,482,685.16	91,409,816.62
Per mile operated—first main track	15,005.96	15,730.27	16,300.44	18,528.84	20,013.96	18,030.21	17,591.10	20,521.42	20,507.98
Per mile operated—all main tracks	12,487.61	12,490.99	12,838.31	14,482.67	15,491.32	13,861.60	13,581.79	15,783.35	15,571.04
Per mile operated—all tracks	9,072.62	8,944.52	9,133.60	10,222.73	10,866.57	9,624.88	9,367.63	10,779.54	10,564.89
B—EXPENSES:									
Maintenance of way and structures	6,813,746.30	7,631,731.64	8,849,663.73	10,512,775.06	11,619,271.01	11,564,320.34	10,091,771.38	12,192,069.18	10,784,318.87
Per mile operated—first main track	1,541.39	1,708.90	1,964.29	2,331.39	2,590.34	2,586.25	2,250.91	2,757.13	2,441.69
Per mile operated—all main tracks	1,233.39	1,356.98	1,547.08	1,822.28	2,004.99	1,988.30	1,737.89	2,103.48	1,837.03
Per mile operated—all tracks	896.10	971.71	1,100.65	1,286.27	1,406.42	1,380.59	1,198.66	1,436.61	1,246.42
Ratio to total operating revenue	9.88	10.86	12.05	12.58	12.94	14.35	12.80	13.33	11.80
Ratio to total operating expenses	16.10	16.22	18.26	19.44	19.29	19.49	18.78	19.02	16.41
Maintenance of equipment	8,870,455.34	11,124,256.75	11,608,791.10	13,245,118.85	14,255,355.74	13,917,601.34	11,925,055.98	16,494,450.40	15,999,867.52
Ratio to total operating revenue	12.86	15.84	15.81	15.86	15.88	17.26	15.12	18.03	17.50
Ratio to total operating expenses	20.97	23.65	23.95	24.50	23.66	23.46	22.19	25.73	24.34
Traffic expenses	1,550,101.66	1,582,608.09	1,627,524.50	1,664,210.68	1,771,053.92	1,791,774.92	1,730,845.87	1,889,797.74	1,960,844.87
Ratio to total operating revenue	2.25	2.25	2.21	1.99	1.97	2.22	2.19	2.06	2.15
Ratio to total operating expenses	3.66	3.36	3.36	3.08	2.94	3.02	3.22	2.95	2.98
Transportation expenses	23,471,087.18	24,860,650.49	24,630,093.71	26,754,788.08	30,652,390.08	30,371,492.39	28,296,536.45	31,750,338.78	35,047,864.73
Ratio to total operating revenue	34.02	35.39	33.54	32.02	34.15	37.67	35.88	34.71	38.34
Ratio to total operating expenses	55.47	52.84	50.81	49.48	50.88	51.19	52.66	49.52	53.31
General expenses	1,605,227.94	1,847,278.86	1,754,714.71	1,889,865.10	1,950,002.47	1,686,719.31	1,691,462.55	1,784,629.93	1,944,535.27
Ratio to total operating revenue	2.32	2.63	2.39	2.26	2.17	2.09	2.14	1.95	2.13
Ratio to total operating expenses	3.79	3.93	3.62	3.50	3.24	2.84	3.15	2.78	2.96
Total operating expenses	42,310,618.42	47,046,525.83	48,470,787.75	54,066,757.77	60,248,073.22	59,331,908.30	53,735,673.23	64,111,286.03	65,737,426.26
Ratio to total operating revenue	61.33	66.97	66.00	64.71	67.11	73.59	68.13	70.08	71.92
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES	1,389,728	1,470,812	1,545,192	1,627,128	1,974,102	2,250,608	2,322,476	2,525,464	2,656,750
Per mile owned—first main track	318.01	334.90	348.71	366.90	446.96	509.89	524.84	576.70	606.77
Per mile owned—all main tracks	254.70	266.37	275.01	287.15	347.45	392.73	408.56	448.88	466.06
Per mile owned—all tracks	184.46	189.85	194.77	201.73	242.72	271.61	280.08	304.45	314.02
Ratio to total operating revenue	2.01	2.09	2.10	1.95	2.20	2.79	2.94	2.76	2.91
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	4,312,777.84	4,930,822.69	5,609,116.22	5,054,410.31	5,062,584.76	4,936,691.27	4,508,621.45	6,495,615.27	6,582,879.15
Cost per 100 pounds tractive power	9.04	9.73	11.00	8.35	8.45	8.30	7.65	9.97	8.92
Average cost per locomotive	2,412.06	2,641.04	3,081.93	2,504.66	2,558.15	2,516.15	2,332.45	3,112.42	2,948.00
Passenger-train cars	672,800.35	724,494.22	788,888.74	940,811.62	1,043,818.73	1,003,201.90	788,895.20	941,647.85	952,397.26
Average cost per passenger car	544.78	561.62	615.36	737.31	873.97	800.64	634.16	741.45	747.56
Freight-train cars	2,956,035.99	4,388,732.46	4,197,598.73	6,085,558 10	6,981,374.52	6,657,028.75	5,551,257.92	7,571,650.92	7,061,242.64
Average cost per freight car	34.88	53.50	52.25	70.35	83.71	79.43	67.71	89.31	78.88
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	4,258,868.33	4,888,635.42	4,965,625.79	4,644,420.31	4,703,319.99	4,480,668.25	4,199,905.22	5,960,821.49	5,932,471.15
Cost per 100 pounds tractive power	8.93	9.64	9.74	7.68	7.85	7.53	7.12	9.15	8.04
Average cost per locomotive	2,381.92	2,618.44	2,728.37	2,301.50	2,376.61	2,283.72	2,172.74	2,856.17	2,656.73
Passenger-train cars	663,255.35	689,174.71	776,638.74	822,273.62	943,902.73	907,767.50	728,322.80	855,655.35	824,431.84
Average cost per passenger car	537.05	534.24	605.80	644.41	747.35	724.48	586.47	673.74	647.12
Freight-train cars	2,386,934.70	3,190,367.04	3,678,528.75	4,420,445.10	5,791,646.52	5,441,983.75	4,570,228.92	5,963,037.92	5,250,312.28
Average cost per freight car	28.17	38.89	45.79	51.10	69.44	64.93	55.75	70.34	58.65
F—STATISTICS:									
Number of passengers carried 1 mile	682,977,276	714,187,364	759,583,584	743,633,893	791,488,297	796,502,325	755,033,723	802,106,711	837,914,916
Average rate per passenger per mile	1.965	1.961	1.933	1.968	1.913	1.855	1.852	1.865	1.873
Number of tons of revenue freight carried 1 mile	9,218,512,230	8,932,120,434	9,652,158,164	11,499,564,859	12,266,507,263	10,619,556,242	10,070,894,563	12,045,289,481	11,726,458,685
Average rate per ton per mile	.565	.590	.573	.566	.578	.578	.589	.587	.589
Average revenue tons per car per mile	14.55	13.94	13.87	14.73	15.36	14.60	14.30	15.08	14.55
Average revenue tons per loaded car per mile	21.42	21.01	21.46	22.66	23.03	22.93	22.39	22.89	22.42
Average revenue tons per train per mile	420.10	399.69	402.16	421.83	436.71	413.16	427.64	441.94	440.20

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[1] Includes switching revenue.

SHRIVER EXHIBIT No. 1—Continued.

The Baltimore & Ohio system—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTIDE OPERATIONS—Continued.

Item.	Year ended June 30—		5-year average—		Increase or decrease 1908-1912. compared with 1903-1907.	10-year average to 1912 inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue[1]	$73,939,856.15	$81,764,481.01	$59,187,655.27	$66,869,929.40	12.98	$63,028,792.32	17.31	4.66	15.73
Passenger revenue	15,256,367.04	16,064,107.05	14,377,061.25	14,934,283.08	3.88	14,655,672.18	4.10	1.99	7.39
Mail revenue	1,121,864.20	1,206,857.03	1,437,165.15	1,198,249.77	D 16.62	1,317,707.46	D 14.86	D 4.82	2.38
Express revenue	1,754,503.19	1,919,151.96	1,391,678.21	1,661,636.02	19.40	1,526,657.10	14.92	1.80	11.35
Other transportation revenue	600,761.06	643,205.75	418,738.19	561,121.77	34.00	489,929.98	22.62	10.01	17.78
Revenue from operations other than transportation	2,844,419.82	3,226,373.65	387,636.88	2,364,801.89	607.48	1,371,219.40	107.44	17.23	32.98
Total operating revenue	95,517.771.46	104,824,176.45	77,199,934.95	87,580,021.93	13.45	82,389,978.44	15.93	4.41	14.58
Per mile operated—first main track	21,327.59	23,398.93	17,242.52	19,594.03	13.64	18,417.26	15.80	3.93	14.02
Per mile operated—all main tracks	16,054.67	17,500.80	13,575.83	14,976.45	10.32	14,285.93	12.38	1.72	10.88
Per mile operated—all tracks	10,805.30	11,693.27	9,666.24	10,237.43	5.91	9,961.66	8.47	.24	8.48
B—EXPENSES:									
Maintenance of way and structures	11,809,536.92	14,374,194.81	9,085,437.54	11,288,402.33	24.25	10,186,919.94	15.93	D 3.13	17.90
Per mile operated—first main track	2,636.88	3,208.62	2,029.22	2,525.52	24.46	2,277.16	15.80	D 4.36	16.38
Per mile operated—all main tracks	1,984.95	2,399.83	1,597.70	1,930.35	20.82	1,766.36	12.38	D 5.63	14.09
Per mile operated—all tracks	1,335.94	1,603.46	1,137.59	1,319.53	15.99	1,231.69	8.46	D 7.01	11.61
Ratio to total operating revenue	12.36	13.71	11.77	12.89	9.52	12.36	....	D 7.28	2.85
Ratio to total operating expenses	17.42	18.57	18.02	18.17	.83	18.10	D 3.76	D 8.41	D 2.36
Maintenance of equipment	16,791,842.94	18,631,403.17	11,820,795.55	15,025,763.66	27.11	13,423,279.60	25.09	1.80	12.96
Ratio to total operating revenue	17.58	17.77	15.31	17.16	12.08	16.29	7.92	D 2.49	D 1.44
Ratio to total operating expenses	24.78	24.07	23.44	26.18	3.16	23.85	3.90	D 3.09	D 6.45
Traffic expenses	1,962,835.47	2,039,279.54	1,639,099.77	1,867,219.97	13.92	1,753,159.87	11.96	3.86	7.91
Ratio to total operating revenue	2.06	1.95	2.12	2.13	.47	2.13	D 3.29	....	D 5.34
Ratio to total operating expenses	2.90	2.63	3.25	3.00	D 7.69	3.11	D 6.75	D 1.69	D 10.85
Transportation expenses	35,112,621.12	39,960,367.98	26,073,801.91	32,115,770.68	23.17	29,094,786.30	20.68	10.59	25.86
Ratio to total operating revenue	36.76	38.12	33.78	36.67	8.55	35.31	4.11	5.91	9.82
Ratio to total operating expenses	51.81	51.63	51.70	51.68	D .04	51.69	.23	4.62	4.26
General expenses	2,098,231.90	2,394,398.54	1,809,417.82	1,841,115.79	1.75	1,825,266.80	14.63	17.57	34.17
Ratio to total operating revenue	2.20	2.29	2.34	2.10	D 10.26	2.22	D .90	12.82	17.44
Ratio to total operating expenses	3.10	3.09	3.59	2.96	D 17.55	3.24	D 4.32	11.51	11.15
Total operating expenses	67,775,068.35	77,399,644.04	50,428,552.59	62,138,272.43	23.22	56,283,412.51	20.42	5.71	20.73
Ratio to total operating revenue	70.96	73.84	65.32	70.95	8.62	68.31	3.88	1.26	5.37
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—TAXES	3,048,648	3,179,882	1,005,800	2,320,789	59.92	2,081,090	46.49	20.72	26.91
Per mile owned—first main track	692.69	722.28	303.17	582.06	60.27	472.52	46.59	20.11	25.24
Per mile owned—all main tracks	527.31	546.20	286.56	448.89	56.65	368.56	43.07	17.47	21.68
Per mile owned—all tracks	352.45	362.43	203.15	304.97	50.12	255.67	37.85	15.77	19.04
Ratio to total operating revenue	3.19	3.03	2.07	2.92	41.06	2.52	26.59	15.57	9.78
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	6,893,855.44	8,006,751.46	4,993,942.36	5,883,532.52	17.83	5,438,737.44	26.75	6.13	23.26
Cost per 100 pounds tractive power	8.89	10.07	9.25	8.78	D 5.08	8.99	D 1.11	D 10.83	1.00
Average cost per locomotive	3,084.50	3,568.07	2,636.72	2,815.08	6.76	2,730.29	12.97	D .90	14.64
Passenger-train cars	1,029,791.32	1,002,959.24	834,162.73	943,186.71	13.07	888,674.72	15.87	9.36	6.51
Average cost per passenger car	767.93	768.55	657.34	739.17	12.45	698.64	9.92	3.57	3.66
Freight-train cars	7,566,750.08	7,890,846.69	4,921,859.96	6,881,586.06	39.82	5,901,723.01	28.21	D .06	4.22
Average cost per freight car	85.86	86.05	59.12	80.35	35.91	69.82	22.97	D 3.86	D 3.65
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	6,053,078.79	6,797,425.63	4,692,173.97	5,325,388.98	18.50	5,008,781.47	20.85	1.55	14.04
Cost per 100 pounds tractive power	7.81	8.54	8.69	7.95	D 8.52	8.28	D 5.68	D 14.64	D 6.67
Average cost per locomotive	2,708.31	3,029.16	2,477.39	2,548.03	2.85	2,514.45	7.71	D 5.17	6.05
Passenger-train cars	901,884.61	869,757.06	779,049.03	843,612.42	8.29	811,830.73	11.16	5.40	1.65
Average cost per passenger car	672.55	666.48	613.91	661.14	7.69	637.84	5.44	D .18	D 1.08
Freight-train cars	5,193,934.08	5,278,314.52	3,893,584.42	5,283,899.38	35.71	4,588,741.90	13.19	D 12.89	D 11.48
Average cost per freight car	58.93	57.56	46.68	61.70	32.18	54.29	8.55	D 16.22	D 18.17
F—STATISTICS:									
Number of passengers carried 1 mile	810,462,476	852,671,470	738,374,082	800,404,030	8.40	769,389,057	5.34	1.04	6.30
Average rate per passenger per mile	1.882	1.884	1.963	1.866	D 4.94	1.905	D 1.21	.91	1.01
Number of tons of revenue freight carried 1 mile	12,516,720,101	14,340,079,382	10,313,772,590	11,395,783,813	10.49	10,854,778,203	15.31	3.91	19.05
Average rate per ton per mile	.591	.570	.574	.587	2.26	.581	1.72	.68	D 2.90
Average revenue tons per car per mile	15.29	16.71	14.53	14.78	1.72	14.66	4.30	1.39	10.81
Average revenue tons per loaded car per mile	23.36	25.40	21.99	22.81	3.73	22.41	4.24	2.05	10.97
Average revenue tons per train per mile	553.41	618.92	417.09	453.06	8.62	435.23	27.15	25.22	40.06

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[1] Includes switching revenue.

SHRIVER EXHIBIT No. 1—Continued.

Bessemer & Lake Erie R. R. Co.

[D denotes deficit or decrease.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 5.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	8.87	8.87	8.87	8.87	8.87	8.87	8.87	8.87	8.87
2. Owned—miles of all main tracks	8.87	8.87	8.87	8.87	8.87	8.87	8.87	8.87	8.87
3. Owned—miles of all tracks	8.87	8.87	8.87	8.87	8.87	8.87	8.87	8.87	8.87
4. Operated—miles of first main track	217.85	217.85	212.90	210.50	210.05	210.05	210.05	213.41	212.54
5. Operated—miles of all main tracks	247.03	248.58	256.80	269.93	294.92	300.01	308.68	324.20	342.19
6. Operated—miles of all tracks	395.66	403.02	421.06	425.76	428.96	447.33	460.17	486.37	508.88
B—TOTAL CAPITAL OBLIGATIONS	$30,170,000.00	$29,963,000.00	$29,856,000.00	$30,684,000.00	$31,577,000.00	$31,455,000.00	$31,912,000.00	$31,799,000.00	$32,136,000.00
Per mile owned—first main track	138,489.79	137,539.59	140,234.85	145,767.22	150,330.87	149,702.45	151,925.73	149,004.26	151,199.77
Per mile owned—all main tracks	122,130.92	120,536.65	116,261.68	113,673.92	107,069.71	104,813.17	103,382.14	98,084.52	93,912.74
Per mile owned—all tracks	76,252.34	74,346.19	70,906.76	72,068.77	73,612.92	70,294.86	69,348.28	65,380.27	63,150.45
Capital stock	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00
Increase over previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Funded debt, including notes issued for capital obligations	17,670,000.00	17,463,000.00	17,356,000.00	18,184,000.00	19,077,000.00	18,945,000.00	19,412,000.00	19,299,000.00	19,636,000.00
Increase over previous year	226,097.22	D 207,000.00	D 107,000.00	828,000.00	893,000.00	D 132,000.00	467,000.00	D 113,000.00	337,000.00
Ratio of capital stock to total capital obligations, per cent	41.43	41.72	41.87	40.74	39.59	39.75	39.17	39.31	38.90
C—PROPERTY INVESTMENT[1]	30,391,580.31	30,147,481.55	30,229,736.76	31,065,067.30	32,200,332.88	32,331,783.56	33,007,757.66	32,474,624.13	32,450,540.35
Per mile owned—first main track	139,506.91	138,386.42	141,990.31	147,577.52	153,298.42	153,924.23	157,142.38	152,170.11	152,679.69
Per mile owned—all main tracks	123,027.89	121,278.79	117,717.04	115,085.64	109,183.28	107,769.02	106,931.96	100,168.49	94,831.94
Per mile owned—all track	76,812.37	74,803.93	71,794.37	72,963.80	75,066.05	72,277.25	71,729.49	66,769.38	63,768.55
Additions to property investment account	162,898.40	D 244,098.86	82,255.21	835,330.54	1,135,265.58	131,450.68	675,974.10	D 533,133.53	D 24,083.78
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	4,165,214.81	3,397,483.61	5,059,290.95	5,627,953.37	6,226,779.37	5,352,043.36	6,060,454.16	7,888,021.31	7,518,628.00
Total operating expenses, including outside operations	2,479,976.56	2,047,622.89	2,438,376.88	2,812,493.44	3,337,871.27	3,223,926.93	3,540,958.59	4,159,663.80	4,839,321.26
Net operating revenue, including outside operations	1,685,238.25	1,349,860.72	2,620,914.07	2,815,459.93	2,888,908.10	2,128,116.43	2,519,495.57	3,728,357.51	2,679,306.74
Tax accruals	24,000.00	30,349.72	16,874.18	22,027.33	21,971.15	42,000.00	91,000.00	105,210.19	98,208.79

Operating income	1,661,238.25	1,319,511.00	2,604,039.89	2,793,432.60	2,866,936.95	2,086,116.43	2,428,495.57	3,623,147.32	2,581,097.95
Other income relating to operation									
Hire of equipment—Cr	91,969.83	145,045.90	56,080.09	42,843.11	95,656.39		13,021.32	55,730.38	
Joint facilities—Cr	8,580.24	8,580.24	8,580.24	37,242.91	76,887.40	31,000.58	42,230.14	37,576.62	32,009.54
Miscellaneous rents—Cr	7,300.00	9,503.54							
Total	107,850.07	163,129.68	64,660.33	80,086.02	172,543.79	31,000.58	55,251.46	93,307.00	32,009.54
Deductions from income relating to operation									
Hire of equipment—Dr					3,751.53	16,015.41			205,975.12
Joint facilities—Dr						11,005.85	11,445.78	14,945.99	
Miscellaneous rents—Dr									23,483.74
Total	107,850.07	163,129.68	64,660.33	80,086.02	168,792.26	3,979.32	43,805.68	78,361.01	D 197,449.32
Net operating income	1,769,088.32	1,482,640.68	2,668,700.22	2,873,518.62	3,035,729.21	2,090,095.75	2,472,301.25	3,701,508.33	2,383,648.63
Per cent on property investment									
Other income					11,637.66	7,165.65		11,773.72	10,000.00
Total income	1,769,088.32	1,482,640.68	2,668,700.22	2,873,518.62	3,047,366.87	2,097,261.40	2,472,301.25	3,713,282.05	2,393,648.63
Other deductions									
Lease of roads	1,256,703.49	1,092,098.00	1,270,508.50	1,271,285.92	1,265,684.67	1,212,489.16	1,210,942.18	1,353,782.57	1,202,108.99
Interest deductions	58,151.69	74,333.19	74,856.25	118,011.01	135,335.60	150,656.66	160,358.03	161,969.49	133,603.34
Miscellaneous other deductions	201,990.73	64,505.88	374,862.66	688,328.18	1,145,443.57	329,926.00	2,580.07		3,345.15
Total	1,516,845.91	1,230,937.07	1,720,227.41	2,077,625.11	2,546,463.84	1,693,071.82	1,373,880.28	1,515,752.06	1,339,057.68
Net corporate income for the year	252,242.41	251,703.61	948,472.81	795,893.51	500,903.03	404,189.58	1,098,420.97	2,197,529.99	1,054,590.95
Per cent on capital stock outstanding									
E.—PROFIT AND LOSS ACCOUNT.									
Accumulated surplus brought forward from preceding year	240,841.17	623,005.60	51,573.67	396,613.49	975,943.25	1,172,992.98	948,409.85	1,417,394.52	2,048,111.54
Net corporate income for the year	252,242.41	251,703.61	948,472.81	795,893.51	500,903.03	404,189.58	1,098,420.97	2,197,529.99	1,054,590.95
Miscellaneous profit and loss items—net						1,227.29	D 60,354.64	D 2,000.00	867.82
Total surplus	493,083.58	874,709.21	1,000,046.48	1,192,507.00	1,476,846.28	1,578,409.85	1,986,476.18	3,612,924.51	3,103,570.31
Dividends declared		500,000.00	250,000.00		200,000.00		250,000.00	750,000.00	750,000.00
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations	129,922.02	323,135.54	353,432.99	216,563.75	103,853.30	630,000.00	319,081.66	814,812.97	588,162.00
Sinking and special reserve funds appropriations									
Total surplus appropriated	129,922.02	823,135.54	603,432.99	216,563.75	303,853.30	630,000.00	569,081.66	1,564,812.97	1,338,162.00
Unappropriated surplus carried over to the following year	623,005.60	51,573.67	396,613.49	975,943.25	1,172,992.98	948,409.85	1,417,394.52	2,048,111.54	1,765,408.31

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Bessemer & Lake Erie R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	8.87	8.87	8.87	8.87		8.87			
2. Owned—miles of all main tracks	8.87	8.87	8.87	8.87		8.87			
3. Owned—miles of all tracks	8.87	8.87	8.87	8.87		8.87			
4. Operated—miles of first main track	212.54	212.54	213.83	211.71	D 0.99	212.77	D 0.10	D 0.50	D 0.40
5. Operated—miles of all main tracks	342.50	344.56	263.45	323.52	22.80	293.48	16.70	5.64	6.28
6. Operated—miles of all tracks	522.70	529.50	414.89	485.09	16.92	339.99	16.16	7.47	8.86
B—TOTAL CAPITAL OBLIGATIONS	$31,923,000.00	$32,510,000.00	$30,450,000.00	$31,843,000.00	4.57	$31,146,500.00	2.49	.39	2.23
Per mile owned—first main track	150,197.61	152,959.44	142,472.46	150,405.96	5.56	146,439.21	2.56	.80	2.65
Per mile owned—all main tracks	93,205.84	94,352.22	115,934.58	98,679.68	D 17.49	107,307.13	D 15.12	D 4.97	D 3.80
Per mile owned—all tracks	61,073.27	61,397.54	73,437.40	65,849.43	D 11.52	69,643.41	D 14.03	D 6.59	D 6.09
Capital stock	12,500,000.00	12,500,000.00	12,500,000.00	12,500,000.00		12,500,000.00			
Increase over previous year									
Funded debt, including notes issued for capital obligations	19,423,000.00	20,010,000.00	17,950,000.00	19,343,000.00	7.76	18,646,500.00	4.16	.64	3.68
Increase over previous year	D 213,000.00	587,000.00	327,019.44	69,200.00	D 372.57	198,109.72	D 207.51	88.49	119.25
Ratio of capital stock to total capital obligations, per cent	39.16	38.45	41.07	39.26	D 4.61	40.17	D 2.51	D .38	D 2.19
C—PROPERTY INVESTMENT [1]	36,382,434.35	38,199,110.37	30,806,839.77	33,329,428.01	8.18	32,068,133.89	13.45	12.03	17.62
Per mile owned—first main track	171,179.23	179,726.69	144,151.92	157,419.13	9.20	150,785.52	13.52	12.49	18.11
Per mile owned—all main tracks	106,226.09	110,863.45	117,258.53	103,185.50	D 13.64	110,222.01	D 3.62	6.05	10.68
Per mile owned—all tracks	69,604.81	72,141.85	74,288.10	68,829.90	D 7.93	71,559.00	D 2.73	4.25	8.05
Additions to property investment account	3,931,894.00	1,816,676.02	394,330.17	836,420.29	112.11	615,375.24	538.94	837.51	440.75
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	8,457,266.05	9,012,362.11	4,895,344.42	7,055,282.57	44.12	5,975,313.49	41.54	7.22	14.25
Total operating expenses, including outside operations	4,668,752.87	5,109,387.58	2,623,268.21	4,086,524.69	55.78	3,354,896.45	39.16	12.24	22.83
Net operating revenue, including outside operations	3,788,513.18	3,902,974.53	2,272,076.21	2,968,757.85	30.66	2,620,417.04	44.58	1.61	4.68
Tax accruals	121,473.87	292,950.72	23,044.47	91,578.57	297.40	57,311.52	111.95	15.46	178.44
Operating income	3,667,039.31	3,610,023.81	2,249,031.74	2,877,179.31	27.93	2,563,105.52	43.07	1.21	D .36
Other income relating to operation									

Hire of equipment—Cr.	32,179.34	44,038.54	86,319.06	20,186.21	D 327.61	53,252.63	D 39.57	D 73.19	D 26.55
Joint facilities—Cr.	37,963.06	9,740.31	27,974.21	36,155.99	29.25	32,065.10	18.39	1.03	D 285.78
Miscellaneous rents—Cr.			3,360.71			1,680.30			
Total	70,142.40	53,778.85	117,653.98	56,342.20	D 108.82	86,998.07	D 19.37	D 33.03	D 73.50
Deductions from income relating to operation	26,339.94			5,267.99		2,633.99	900.00		
Hire of equipment—Dr.			750.31	44,398.13	5,817.30	22,574.22			
Joint facilities—Dr.				7,479.50		3,739.76			
Miscellaneous rents—Dr.		760.59		4,696.75		2,348.37			
Total	43,802.46	53,018.26	116,903.67	D 5,500.17	D 2,225.46	55,701.75	D 21.36	D 78.90	D 47.80
Net operating income	3,710,841.77	3,663,042.07	2,365,935.41	2,871,679.14	21.38	2,618,807.27	41.70	.25	D 1.05
Per cent on property investment									
Other income	2,542.99		2,327.53	6,292.47	170.52	4,312.00	D 41.03	D 362.99	
Total income	3,713,384.76	3,663,042.07	2,368,262.94	2,877,975.61	21.48	2,623,119.27	41.56		D 1.05
Other deductions									
Lease of roads	1,194,516.94	1,227,542.82	1,231,256.11	1,234,767.97	.29	1,233,012.04	D 3.12	D 13.33	D 10.28
Interest deductions	161,603.49	136,940.74	92,137.55	153,638.24	66.75	122,887.89	31.50		D 18.28
Miscellaneous other deductions		30,705.35	495,026.20	67,170.24	D 636.97	281,098.22			
Total	1,356,120.43	1,395,188.91	1,818,419.86	1,455,576.45	D 24.93	1,636,998.15	D 17.16	D 11.77	D 8.64
Net corporate income for the year	2,357,264.33	2,267,853.16	549,843.07	1,422,399.16	158.69	986,121.12	139.04	7.27	3.20
Per cent on capital stock outstanding									
E—Profit and loss account:									
Accumulated surplus brought forward from preceding year	1,765,408.31	2,413,601.62	457,595.44	1,470,463.44	221.35	964,029.43	83.13	24.55	70.28
Net corporate income for the year	2,357,264.33	2,267,853.16	549,843.07	1,422,399.16	158.69	986,121.12	139.04	7.27	3.20
Miscellaneous profit and loss items—net	D 39,071.02	54,931.82		D 19,866.11		D 9,933.05	D 293.34	1,853.55	2,846.59
Total surplus	4,083,601.62	4,736,386.60	1,007,438.51	2,872,996.49	185.18	1,940,217.50	110.47	13.03	31.10
Dividends declared	1,250,000.00	1,000,000.00	190,000.00	600,000.00	215.79	395,000.00	216.46	66.67	33.33
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations	420,000.00	467,500.00	173,412.72	554,411.32	219.71	363,912.02	15.41	D 94.00	D 74.29
Sinking and special reserve funds appropriations									
Total surplus appropriated	1,670,000.00	1,467,500.00	363,412.72	1,154,411.32	217.66	758,912.02	120.05	6.72	D 6.63
Unappropriated surplus carried over to the following year	2,413,601.62	3,268,886.60	644,025.79	1,718,585.17	166.85	1,181,305.48	104.32	17.85	59.60

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered by the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to Maintenance of equipment expenses.

The accounts "Equipment loaned, Cr." and "Equipment borrowed, Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Bessemer & Lake Erie R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 6.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$3,890,134.43	$3,123,782.16	$4,760,845.81	$5,281,929.33	$5,828,153.55	$4,964,504.53	$5,698,051.31	$7,459,484.55	$7,059,085.07
Passenger revenue	228,814.77	236,602.24	248,024.51	272,812.18	304,748.50	293,536.42	296,483.82	522,045.46	352,629.75
Mail revenue	14,164.67	14,421.04	14,420.01	15,682.04	15,621.89	15,563.06	15,696.22	15,248.18	15,305.19
Express revenue	9,916.64	10,581.13	10,705.23	12,651.70	13,922.31	19,051.25	24,082.22	28,521.99	30,369.29
Other transportation revenue	18,615.84	8,925.49	16,379.37	32,065.82	43,793.70	38,523.02	18,862.56	53,207.07	39,902.82
Revenue from operations other than transportation	3,568.46	3,171.55	8,916.02	12,812.30	20,539.42	20,865.08	7,278.03	9,514.06	21,335.88
Total operating revenue	4,165,214.81	3,397,483.61	5,059,290.95	5,627,953.37	6,226,779.37	5,352,043.36	6,060,454.16	7,888,021.31	7,518,628.00
Per mile operated—first main track	19,119.65	15,595.52	23,763.70	26,736.12	29,644.27	25,479.85	28,852.44	36,961.82	35,375.12
Per mile operated—all main tracks	16,861.17	13,667.57	19,701.29	20,849.68	21,113.45	17,839.55	19,633.42	24,330.73	21,972.09
Per mile operated—all tracks	10,527.26	8,430.06	12,007.06	13,218.61	14,515.99	11,964.42	13,170.03	16,218.15	14,774.85
B—EXPENSES:									
Maintenance of way and structures	769,096.53	465,626.84	486,708.89	674,786.38	682,066.29	561,377.41	597,648.17	742,885.37	875,378.81
Per mile operated—first main track	3,530.39	2,137.37	2,286.09	3,205.64	3,247.16	2,672.59	2,845.27	3,481.03	4,118.65
Per mile operated—all main tracks	3,113.37	1,873.15	1,895.28	2,490.86	2,312.72	1,871.20	1,936.14	2,201.44	2,558.17
Per mile operated—all tracks	1,943.83	1,155.34	1,155.09	1,584.90	1,590.05	1,254.95	1,298.76	1,527.41	1,720.21
Ratio to total operating revenue	18.47	13.70	9.62	11.98	10.95	10.48	9.86	9.42	11.69
Ratio to total operating expenses	31.02	22.73	19.97	23.99	20.43	17.42	16.88	17.86	18.09
Maintenance of equipment	527,638.38	498,327.72	620,501.29	676,528.85	923,848.79	981,547.79	1,146,634.17	1,299,261.69	1,652,367.92
Ratio to total operating revenue	12.66	14.65	12.26	12.02	14.83	18.34	18.92	16.47	21.97
Ratio to total operating expenses	21.27	24.35	25.44	24.06	27.67	30.44	32.38	31.23	34.14
Traffic expenses						54,689.41	79,806.86	94,681.32	92,324.97
Ratio to total operating revenue						1.03	1.32	1.20	1.22
Ratio to total operating expenses						1.70	2.25	2.28	1.91
Transportation expenses	1,104,625.05	1,006,689.25	1,243,579.43	1,372,048.75	1,640,184.00	1,544,983.13	1,617,233.60	1,910,813.25	2,089,671.20
Ratio to total operating revenue	26.52	29.63	24.58	24.39	26.34	28.86	26.68	24.22	27.76
Ratio to total operating expenses	44.51	49.16	51.00	48.78	49.15	47.92	45.68	45.94	43.18
General expenses	78,616.60	76,979.08	87,587.27	89,129.46	91,772.19	81,329.19	99,635.79	112,022.17	129,578.36
Ratio to total operating revenue	1.89	2.26	1.73	1.58	1.48	1.52	1.64	1.42	1.72
Ratio to total operating expenses	3.20	3.78	3.59	3.17	2.75	2.52	2.81	2.69	2.68
Total operating expenses	2,479,976.56	2,047,622.89	2,438,376.88	2,812,493.44	3,337,871.27	3,223,926.93	3,540,958.59	4,159,663.80	4,839,321.26
Ratio to total operating revenue	59.54	60.24	48.19	49.97	53.60	60.23	58.42	52.73	64.36
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES:									
Per mile owned—first main track	2,705.75	3,421,61	1,902.39	2,483.35	2,477.02	4,735.06	10,259.30	11,861.35	11,072.01
Per mile owned—all main tracks	2,705.75	3,421.61	1,902.39	2,483.35	2,447.02	4,735.06	10,259.30	11,861.35	11,072.01
Per mile owned—all tracks	2,705.75	3,421.61	1,902.39	2,483.35	2,477.02	4,735.06	10,259.30	11,861.35	11,072.01
Ratio to total operating revenue	0.65	1.01	0.37	0.44	0.40	0.88	1.69	1.50	1.47
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	170,808.34	189,882.62	207,710.34	207,626.84	268,010.71	299,572.93	299,056.49	367,934.14	427,712.76
Cost per 100 pounds tractive power	5.83	6.46	7.07	6.03	7.29	8.11	6.46	7.95	7.96
Average cost per locomotive	1,797.98	1,998.76	2,186.42	1,940.44	2,371.77	2,650.20	2,182.89	2,685.65	2,777.35
Passenger train cars	25,706.19	28,796.53	28,425.46	33,897.01	54,497.68	48,224.88	40,074.90	38,062.46	53,479.92
Average cost per passenger car	546.92	587.68	592.19	736.89	990.87	964.50	785.78	585.58	835.62
Freight train cars	283,925.30	239,536.12	337,956.53	383,484.72	532,787.69	625,397.47	738,290.83	813,212.77	1,084,516.78
Average cost per freight car	32.69	27.58	44.11	44.71	57.36	66.64	76.67	83.99	116.66
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):[1]									
Steam locomotives						258,337.39	253,354.95	306,093.01	363,482.04
Cost per 100 pounds tractive power						6.99	5.47	6.61	6.76
Average cost per locomotive						2,286.17	1,849.31	2,234.25	2,360.27
Passenger train cars						33,630.19	32,090.80	31,513.66	37,034.75
Average cost per passenger car						672.60	629.23	484.82	578.67
Freight train cars						398,756.19	497,554.81	522,746.37	792,530.06
Average cost per freight car						42.49	51.67	53.99	84.89
F—STATISTICS:									
Number of passengers carried 1 mile	12,882,547	13,053,826	13,189,271	15,092,687	16,544,860	17,761,873	17,830,211	20,664,233	24,454,760
Average rate per passenger per mile	01.776	01.813	01.880	01.808	01.842	01.653	01.663	01.558	01.442
Number of tons of revenue freight carried 1 mile	908,358,960	701,352,545	1,102,272,336	1,226,797,840	1,328,386,167	1,119,508,822	1,307,403,916	1,646,791,543	1,559,708,881
Average rate per ton per mile	.428	.445	.433	.430	.439	.443	.436	.453	.452
Average revenue tons per car per mile	40.00	37.27	38.29	37.05	37.60	40.29	42.57	41.77	42.37
Average revenue tons per train per mile	917.70	886.08	961.80	938.77	904.51	906.64	931.89	1,023.47	968.62

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[1] Prior to June 30, 1907, this account was not separated, hence it is impossible to give this data for these years.

SHRIVER EXHIBIT No. 1—Continued.

Bessemer & Lake Erie R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$8,000,695.43	$8,509,688.30	$4,576,969.05	$6,636,364.10	44.99	$5,606,666.62	42.69	7.25	14.07
Passenger revenue	340,577.00	368,161.15	258,200.44	321,054.49	24.34	289,627.46	17.58	5.75	14.31
Mail revenue	16,154.68	16,149.82	14,861.93	15,593.46	4.92	15,227.70	6.08	5.94	5.90
Express revenue	26,770.82	29,680.81	11,555.40	25,759.11	122.91	18,657.26	43.48	D 6.13	4.06
Other transportation revenue	55,904.92	72,061.51	23,956.04	41,280.08	72.31	32,618.06	71.39	5.06	35.43
Revenue from operations other than transportation	17,163.20	16,620.52	9,801.55	15,231.25	55.39	12,516.40	37.12	80.39	74.69
Total operating revenue	8,457,266.05	9,012,362.11	4,895,344.41	7,055,282.57	44.12	5,975,313.50	41.53	7.21	14.25
Per mile operated—first main track	39,791.41	42,403.13	22,971.85	33,292.13	44.92	28,131.99	41.44	7.65	14.72
Per mile operated—all main tracks	24,692.75	26,156.14	18,438.63	21,693.71	17.65	20,066.16	23.05	1.48	7.50
Per mile operated—all tracks	16,179.96	17,020.51	11,759.80	14,461.48	22.97	13,110.64	23.41	D .23	4.94
B—EXPENSES:									
Maintenance of way and structures	783,658.57	982,050.62	615,656.99	712,189.67	15.67	663,923.33	18.03	5.48	32.19
Per mile operated—first main track	3,687.11	4,620.54	2,881.33	3,360.93	16.64	3,121.13	18.13	5.92	32.73
Per mile operated—all main tracks	2,288.05	2,850.15	2,338.87	2,189.00	D 6.40	2,263.93	1.06	D .14	24.38
Per mile operated—all tracks	1,499.25	1,854.67	1,485.84	1,460.11	D 1.73	1,472.97	1.78	D 1.84	21.42
Ratio to total operating revenue	9.26	10.89	12.57	10.09	D 2.48	11.33	D 2.07	D .16	1.47
Ratio to total operating expenses	16.79	19.22	23.46	17.43	D 6.03	20.44	D 3.65	D 1.07	1.36
Maintenance of equipment	1,550,993.94	1,708,771.22	649,369.01	1,326,161.10	104.22	987,765.05	57.02	19.37	31.51
Ratio to total operating revenue	18.34	18.96	13.26	18.80	5.54	16.03	2.31	1.87	2.49
Ratio to total operating expenses	33.22	33.44	24.76	32.45	7.69	28.60	4.62	1.99	2.21
Traffic expenses	105,301.99	108,586.23	....	85,360.91	....	....	....	11.21	14.68
Ratio to total operating revenue	1.24	1.21	....	1.21	1.21	.60	.64	.04	.01
Ratio to total operating expenses	2.25	2.13	....	2.09	2.09	1.05	1.20	D .03	D .15
Transportation expenses	2,105,549.84	2,175,829.74	1,273,425.29	1,853,650.20	45.56	1,563,537.75	34.66	10.19	13.86
Ratio to total operating revenue	24.91	24.14	26.02	26.27	.25	26.15	D 1.24	.69	D .08
Ratio to total operating expenses	45.10	42.58	48.55	45.36	D 3.19	46.96	D 1.86	D .84	D 3.36
General expenses	123,248.53	134,149.77	84,816.92	109,162.81	22.30	96,989.86	27.07	10.02	19.75
Ratio to total operating revenue	1.45	1.49	1.73	1.54	D .19	1.63	D .18	.03	.07
Ratio to total operating expenses	2.64	2.63	3.23	2.67	D .56	2.95	D .31	D .05	D .06
Total operating expenses	4,668,752.87	5,109,387.58	2,623,268.21	4,086,524.69	52.52	3,312,215.99	27.41	12.23	22.82
Ratio to total operating revenue	55.20	56.69	53.58	57.91	4.33	55.74	D .54	2.47	7.51
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—Taxes:									
Per mile owned—first main track	13,694.91	33,027.13	2,598.02	10,324.53	297.40	6,461.27	111.95	15.46	178.44
Per mile owned—all main tracks	13,694.91	33,027.13	2,598.02	10,324.53	297.40	6,461.27	111.95	15.46	178.44
Per mile owned—all tracks	13,694.91	33,027.13	2,598.02	10,324.53	297.40	6,461.27	111.95	15.46	178.44
Ratio to total operating revenue	1.62	3.36	0.53	1.46	175.47	0.99	0.63	8.00	124.00
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	451,955.28	481,186.27	208,807.77	369,246.32	76.84	289,027.04	56.36	22.84	30.78
Cost per 100 pounds tractive power	7.31	7.87	6.56	7.55	15.09	7.05	3.56	D 8.76	D 1.00
Average cost per locomotive	2,674.29	2,934.06	2,059.07	2,594.08	25.98	2,326.57	14.95	D .42	9.24
Passenger train cars	44,526.08	53,379.02	34,264.57	44,873.65	30.96	39,569.11	12.53	16.98	40.24
Average cost per passenger car	706.76	821.22	690.91	775.65	12.26	733.28	D 3.75	20.69	40.24
Freight train cars	968,691.51	1,077,586.18	355,538.07	846,021.87	138.24	600,779.97	61.24	19.12	32.50
Average cost per freight car	107.74	109.91	41.29	90.34	118.79	65.81	63.71	28.28	30.86
E—Repairs of equipment (excluding renewals and depreciation):[1]									
Steam locomotives	368,929.50	395,266.99	....	310,039.38	....	....	....	20.53	29.13
Cost per 100 pounds tractive power	5.97	6.46	....	6.36	....	....	....	D 10.72	D 2.27
Average cost per locomotive	2,183.01	2,410.16	....	2,182.60	....	....	....	D 2.35	7.87
Passenger train cars	37,933.44	46,523.38	....	34,440.57	....	....	....	20.37	47.63
Average cost per passenger car	602.11	715.74	....	593.49	....	....	....	24.19	47.63
Freight train cars	697,610.19	786,269.92	....	581,839.52	....	....	....	33.45	50.41
Average cost per freight car	77.58	80.20	....	62.12	....	....	....	43.69	48.55
F—Statistics:									
Number of passengers carried 1 mile	22,082,122	21,289,677	16,152,638	20,558,640	27.27	18,355,639	20.30	6.86	3.03
Average rate per passenger per mile	01.542	1.729	01.824	01.572	13.82	01.697	D 10.05	D 1.03	10.98
Number of tons of revenue freight carried 1 mile	1,792,428,194	1,883,828,450	1,053,433,569	1,485,168,271	40.98	1,269,300,920	41.21	8.84	14.39
Average rate per ton per mile	.446	.452	.435	.446	2.52	.441	1.13	D 1.57	....
Average revenue tons per car per mile	43.28	44.62	38.04	42.06	10.57	40.05	8.06	3.62	6.82
Average revenue tons per train per mile	1,001.64	1,108.66	933.77	966.45	3.50	950.11	5.42	D 2.18	8.32

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[1] Prior to June 30, 1907, this account was not separated, hence it is impossible to give this data for those years.

SHRIVER EXHIBIT No. 1—Continued.

Boston & Maine R. R.

[D indicates deficit or decrease; I, increase.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 7.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	619.08	616.00	612.34	612.29	648.53	648.53	743.01	648.53	743.01
2. Owned—miles of all main tracks	789.14	786.06	780.79	780.79	817.03	835.81	838.48	838.39	962.10
3. Owned—miles of all tracks	1,126.15	1,124.88	1,113.90	1,115.62	1,167.39	1,188.77	1,190.09	1,201.50	1,394.87
4. Operated—miles of first main track	2,272.48	2,281.01	2,277.30	2,278.23	2,278.23	2,278.23	2,278.82	2,280.37	2,280.37
5. Operated—miles of all main tracks	2,786.70	2,795.23	2,789.96	2,790.41	2,790.19	2,828.27	2,833.40	2,835.25	2,840.89
6. Operated—miles of all tracks	3,994.36	4,012.03	3,999.98	4,039.29	4,064.15	4,134.87	4,136.26	4,156.31	4,181.82
B—TOTAL CAPITAL OBLIGATIONS	$60,432,625.71	$60,687,679.11	$59,791,414.61	$63,550,359.05	$65,208,665.70	$72,821,265.70	$72,494,590.70	$78,464,490.70	$92,161,340.70
Per mile owned—first main track	97,616.82	98,518.96	97,644.14	103,791.27	100,548.42	112,286.66	113,324.89	120,988.22	120,037.82
Per mile owned—all main tracks	76,580.36	77,204.89	76,578.09	81,392.38	79,811.84	87,128.58	87,652.17	93,589.49	95,791.85
Per mile owned—all tracks	53,663.03	53,950.36	53,677.54	56,964.16	55,858.51	61,257.65	61,755.49	65,305.44	66,071.63
Capital stock	26,987,870.70	26,987,870.70	27,787,870.70	27,787,870.70	31,022,165.70	31,395,265.70	31,421,590.70	31,991,490.70	42,062,340.70
Increase over previous year	200,000.00	....	800,000.00	....	3,234,295.00	373,100.00	26,325.00	569,900.00	10,070,850.00
Funded debt, including notes issued for capital obligations	33,444,755.01	33,699,808.41	32,003,543.91	35,762,488.35	34,186,500.00	41,426,000.00	42,073,000.00	46,473,000.00	50,099,000.00
Increase over previous year	2,652,513.35	255,053.40	D1,696,364.50	3,758,944.44	D1,575,988.35	7,239,500.00	647,000.00	4,400,000.00	3,626,000.00
Ratio of capital stock to total capital obligations, per cent	44.65	44.47	46.47	43.73	47.57	43.11	42.75	40.77	45.64
C—PROPERTY INVESTMENT [1]	51,901,385.50	52,733,279.07	53,163,664.15	55,216,371.20	60,192,023.45	66,263,238.65	67,205,964.01	69,641,198.96	84,048,195.69
Per mile owned—first main track	83,836.31	85,605.97	86,820.50	90,180.10	92,813.01	102,174.52	103,628.15	107,383.16	113,118.53
Per mile owned—all main tracks	65,769.55	67,085.59	68,089.58	70,718.59	73,671.74	79,280.27	80,152.14	83,065.40	87,359.11
Per mile owned—all tracks	46,087.45	46,879.02	47,727.50	49,493.89	51,561.20	55,741.01	56,471.33	57,961.88	60,255.22
Additions to property investment account	2,067,333.06	831,893.57	430,385.08	2,052,707.05	4,975,652.25	6,071,215.20	942,725.36	2,435,234.95	14,406,996.63
D—INCOME ACCOUNT: [2]									
Total operating revenue (including outside operations)	33,645,652.79	34,801,614.31	36,141,147.97	39,129,160.58	41,039,960.03	39,445,444.41	39,989,629.33	43,844,807.81	45,363,663.49
Total operating expenses, including outside operations	23,344,463.86	24,540,136.21	25,827,851.00	28,451,400.35	29,956,273.13	29,361,114.85	28,641,372.22	31,776,696.76	35,629,046.29
Net operating revenue, including outside operations	10,301,188.93	10,261,478.10	10,313,296.97	10,677,760.23	11,083,686.90	10,084,329.56	11,348,257.11	12,068,111.05	9,734,617.20

Tax accruals	1,619,118.53	1,633,269.90	1,605,489.77	1,745,490.16	1,674,835.61	1,712,272.60	1,789,932.71	2,076,880.06	2,089,905.26
Operating income	8,682,070.40	8,628,208.20	8,707,807.20	8,932,270.07	9,408,851.29	8,372,056.90	9,558,324.40	9,991,230.99	7,644,711.94
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr	78,855.78	60,047.62	46,065.09	48,814.87	64,437.58	49,864.43	68,271.96	68,734.85	73,050.53
Miscellaneous rents—Cr						168,295.96	170,115.62	163,150.65	188,349.26
Total	8,760,926.18	8,688,255.82	8,753,872.29	8,981,084.94	9,473,288.87	8,590,217.29	9,796,711.98	10,223,116.49	7,906,111.78
Deduction from income relating to operation									
Hire of equipment—Dr	848,926.17	671,202.87	739,607.03	835,156.32	955,910.36	1,284,757.30	626,422.99	752,670.07	848,580.82
Joint facilities—Dr	30,338.28	27,622.29	26,249.72	30,584.49	35,355.08	39,472.91	41,912.90	44,530.08	48,367.26
Miscellaneous rents—Dr						6,203.88	6,396.88	6,968.61	5,269.81
Total	879,264.45	698,825.16	765,856.75	865,740.81	991,265.44	1,330,434.09	674,732.77	804,168.76	902,217.89
Net operating income	7,881,661.73	7,989,430.66	7,988,015.54	8,115,344.13	8,482,023.43	7,259,783.20	9,121,979.21	9,418,947.73	7,003,893.84
Per cent on property investment	15.19	15.15	15.02	14.70	14.09	10.96	13.57	13.52	08.33
Other income	527,624.73	576,884.17	587,588.96	622,085.25	704,358.98	473,918.14	400,198.72	509,866.97	600,104.52
Total income	8,409,286.46	8,566,314.83	8,575,604.50	8,737,429.38	9,186,382.41	7,733,701.34	9,522,177.93	9,928,814.70	7,603,998.36
Other deductions									
Lease of roads	5,062,760.93	5,083,277.96	5,069,577.71	5,074,554.26	5,112,890.29	5,183,515.06	5,246,432.77	5,265,497.95	5,385,053.56
Interest deductions	1,401,331.87	1,482,295.64	1,486,169.36	1,474,670.43	1,445,511.51	1,769,905.12	1,859,357.36	1,783,910.05	1,834,171.31
Miscellaneous other deductions	151,285.00	151,285.00	136,285.00	136,285.00	522,033.81	28,785.00	28,785.00	28,785.00	28,785.00
Total	6,615,377.80	6,716,858.60	6,692,032.07	6,685,509.69	7,080,435.68	6,982,205.18	7,134,575.03	7,078,193.00	7,248,009.87
Net corporate income for the year	1,793,908.66	1,849,456.23	1,883,572.43	2,051,919.69	2,105,946.73	751,496.16	2,387,602.00	2,850,621.70	355,988.49
Per cent on capital stock outstanding	06.65	06.86	06.78	07.38	06.79	02.29	07.60	08.91	00.84
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	1,565,165.45	1,565,165.45	1,538,074.95	2,494,140.56	2,591,590.56	3,437,528.19	2,414,404.26	2,659,929.10	3,610,423.81
Net corporate income for the year	1,793,908.66	1,849,456.23	1,883,572.43	2,051,919.69	2,105,946.73	751,496.16	2,387,602.80	2,850,621.70	355,988.49
Miscellaneous profit and loss items—net	D 22,186.16	D 97,549.23	879,139.18	D 119,823.69	713,323.06	541,837.26	D 193,209.88	343,644.13	468,206.66
Total surplus	3,336,887.95	3,317,074.45	4,300,786.56	4,426,236.56	5,410,860.35	4,730,861.61	4,608,797.18	5,854,194.93	4,434,618.96
Dividends declared	1,771,722.50	1,778,999.50	1,806,646.00	1,834,646.00	1,973,332.16	2,080,621.10	1,817,360.13	1,868,520.00	1,958,971.45
Per cent on capital stock outstanding	06.57	06.59	06.50	06.60	06.36	06.63	05.78	05.84	04.66
Additions, betterments, and permanent improvements appropriations						235,836.25	131,507.45	375,251.12	190,735.10
Sinking and special reserve funds appropriations									
Total surplus appropriated	1,771,722.50	1,778,999.50	1,806,646.00	1,834,646.00	1,973,332.16	2,316,457.35	1,948,868.08	2,243,771.12	2,149,706.55
Unappropriated surplus carried over to the following year	1,565,165.45	1,538,074.95	2,494,140.56	2,591,590.56	3,437,528.19	2,414,404.26	2,659,929.10	3,610,423.81	2,284,912.41

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Boston & Maine R. R.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	725.43	725.43	621.65	682.81	I 09.84	652.23	I 11.22	I 11.86	I 11.86
2. Owned—miles of all main tracks	963.42	963.42	790.76	887.64	I 12.25	839.20	I 14.80	I 14.91	I 14.91
3. Owned—miles of all tracks	1,363.02	1,375.04	1,129.59	1,267.65	I 12.22	1,198.62	I 13.71	I 13.44	I 14.44
4. Operated—miles of first main track	2,262.06	2,272.94	2,277.45	2,275.97	D 00.06	2,276.71	I 00.64	D 00.80	D 00.33
5. Operated—miles of all main tracks	2,841.48	2,850.46	2,790.50	2,835.85	I 01.63	2,813.17	I 01.01	I 00.22	I 00.54
6. Operated—miles of all tracks	4,153.62	4,197.30	4,021.96	4,152.58	I 03.25	4,087.27	I 01.62	D 00.06	I 00.99
B—TOTAL CAPITAL OBLIGATIONS	$98,504,190.70	$112,993,190.70	$61,934,148.84	$83,089,175.70	I 34.16	$72,511,662.27	I 35.85	I 25.54	I 44.01
Per mile owned—first main track	135,787.31	755,760.16	99,623.92	121,284.98	I 21.74	110,454.45	I 22.94	I 12.23	I 28.74
Per mile owned—all main tracks	102,244.29	117,283.47	78,313.51	93,280.88	I 19.11	85,797.19	I 19.17	I 09.25	I 25.32
Per mile owned—all tracks	72,269.07	82,174.48	54,822.72	65,331.86	I 19.17	60,077.29	I 20.29	I 10.66	I 25.61
Capital stock	42,655,190.70	42,655,190.70	28,114,729.70	35,905,175.70	I 27.71	32,009,952.70	I 33.25	I 33.33	I 33.33
Increase over previous year	592,850.00		846,859.00	2,208,035.00					
Funded debt, including notes issued for capital obligations	55,849,000.00	70,338,000.00	33,819,419.14	47,184,000.00	I 39.22	40,501,709.57	I 37.89	I 20.18	I 51.35
Increase over previous year	5,750,000.00	14,489,000.00	678,851.67	4,412,500.00					
Ratio of capital stock to total capital obligations, per cent	43.33	37.75	45.38	43.12		44.25			
C—PROPERTY INVESTMENT [1]	83,000,793.60	86,366,885.49	54,641,344.67	74,031,878.16	I 35.48	64,336,611.41	I 29.01	I 19.18	I 24.02
Per mile owned—first main track	114,415.99	119,056.13	87,851.18	108,144.07	I 23.10	97,997.62	I 16.76	I 06.55	I 1
Per mile owned—all main tracks	86,152.24	89,646.14	69,067.01	83,201.83	I 20.47	76,134.42	I 13.16	I 03.72	I 0.9
Per mile owned—all tracks	60,894.77	62,810.39	48,349.81	58,264.84	I 20.51	53,307.32	I 14.23	I 05.06	I 0
Additions to property investment account	D1,047,401.99	3,366,091.89	2,071,594.20	4,561,754.03	I120.20	3,316,674.11			I 38.22
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	46,630,745.65	49,241,947.77	36,951,507.13	43,054,858.14	I 16.52	40,262,404.60	I 15.82	I 06.35	I 12.31
Total operating expenses, including outside operations	35,584,254.19	38,641,951.63	26,424,024.91	32,198,496.85	I 21.85	20,274,739.08	I 21.55	I 11.98	I 21.60
Net operating revenue, including outside operations	11,046,491.46	10,599,996.14	10,527,482.23	10,856,361.28	I 03.12	10,601,921.75	I 03.32	D 08.47	D 12.17
Tax accruals	2,086,863.88	2,025,628.78	1,655,640.79	1,951,170.91	I 17.85	1,803,405.85	I 15.72	I 00.48	I 02.47
Operating income	8,959,627.58	8,574,367.36	8,871,841.43	8,905,190.36	I 00.38	8,888,515.89	I 00.80	D 10.33	I 14.20

Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr	76,786.60	88,146.39	59,644.19	67,341.67	I 12.91	63,492.93	I 20.94	I 11.71	I 28.24
Miscellaneous rents—Cr	197,210.40	215,445.54		177,424.38				I 20.88	I 32.06
Total	9,233,624.58	8,877,959.29	8,931,485.62	9,149,956.41	I 02.45	9,040,721.01	I 02.13	D 09.68	D 13.16
Deductions from income relating to operation									
Hire of equipment—Dr	1,063,995.21	1,748,315.03	810,160.55	915,285.28	I 12.98	862,722.91	I 23.33	I 41.36	I 132.28
Joint facilities—Dr	166,422.16	163,078.54	30,029.97	68,141.06	I 126.91	49,085.51	I 239.05	I 273.73	I 266.22
Miscellaneous rents—Dr	5,461.94	5,959.14		6,060.22				D 21.62	D 14.49
Total	1,235,879.31	1,917,352.71	840,190.52	989,486.56	I 17.77	914,838.54	I 35.09	I 53.68	I 138.43
Net operating income	7,997,745.27	6,960,606.58	8,091,295.10	8,160,469.85	I 00.85	8,125,882.47	D 01.58	D 15.09	D 26.10
Per cent on property investment	09.64	08.06	14.83	11.20		13.01			
Other income	581,869.05	1,052,636.56	603,708.42	513,191.48	D 14.99	558,449.95	I 04.19	I 14.12	I 106.45
Total income	8,579,614.32	8,013,243.14	8,695,003.52	8,673,661.33	D 00.25	8,684,332.42	D 01.21	D 13.59	D 19.30
Other deductions									
Lease of roads	5,176,878.74	5,312,700.28	5,080,612.23	5,251,475.62	I 03.36	5,166,043.92	I 00.21	D 01.68	I 00.90
Interest deductions	2,083,702.88	2,547,311.04	1,457,995.76	1,866,209.34	I 27.99	1,662,102.55	I 25.37	I 16.81	I 42.79
Miscellaneous other deductions	28,785.00	103,535.00	219,434.78	28,785.00	D 86.88	124,109.89	D 76.81		I 259.68
Total	7,289,366.62	7,963,546.32	6,758,042.77	7,146,469.96	I 05.75	6,952,256.36	I 04.85	I 02.98	I 12.51
Net corporate income for the year	1,290,247.70	49,696.82	1,936,960.75	1,527,191.37	D 21.16	1,732,076.06	D 25.51	D 54.74	D 98.26
Per cent on capital stock outstanding	03.02	00.12	06.89	04.53		05.71			
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	2,284,912.41	1,812,090.64	1,950,827.39	2,881,439.55	I 47.70	2,416,133.47	D 05.43	D 14.10	D 31.87
Net corporate income for the year	1,290,247.70	49,696.82	1,936,960.75	1,527,191.37	D 21.57	1,732,076.06	D 25.51	D 54.74	D 98.26
Miscellaneous profit and loss items—net	264,952.83	281,511.64	262,581.03	285,086.20	I 08.57	273,833.61	D 03.24	D 22.90	D 18.08
Total surplus	3,840,112.94	1,580,275.82	4,158,369.17	4,693,717.12	I 12.87	4,426,043.14	D 13.24	D 34.44	D 73.01
Dividends declared	1,767,951.00	1,374,138.00	1,833,069.23	1,898,684.83	I 03.58	1,865,877.03	D 05.25	D 05.38	D 26.46
Per cent on capital stock outstanding	04.15	03.22	06.52	05.41					
Additions, betterments, and permanent improvements appropriations	260,071.30	220,433.46		238,680.24		238,680.24		D 30.69	D 41.26
Sinking and special reserve funds appropriations									
Total surplus appropriated	2,028,022.30	1,594,571.46	1,833,069.23	2,137,365.08	I 16.60	1,985,217.15	I 02.16	D 09.62	D 28.93
Unappropriated surplus carried over to the following year	1,812,090.64	D14,295.64	2,325.499.94	2,556,352.04	I 16.60	2,440,925.99	D 25.76	D 49.81	D 100.39

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Boston & Maine R. R.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 8.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$19,524,177.05	$20,363,605.38	$21,353,017.21	$23,354,548.81	$24,843,606.27	$22,486,065.13	$23,014,438.58	$25,451,236.98	$25,891,481.10
Passenger revenue	12,116,114.51	12,338,181.53	12,530,472.23	13,291,584.36	13,584,164.47	13,537,387.59	13,451,751.93	14,655,065.17	15,524,431.40
Mail revenue	454,446.92	457,551.45	458,318.55	525,343.82	526,908.82	509,943.22	511,964.31	445,849.35	444,848.67
Express revenue	927,748.11	1,027,086.51	1,156,871.28	1,271,922.21	1,362,116.83	1,117,922.29	1,173,514.93	1,228,423.49	1,256,216.63
Other transportation revenue	291,224.41	278,964.17	283,083.78	276,206.57	305,400.31	693,217.65	744,692.37	900,132.35	972,624.89
Revenue from operations other than transportation	331,941.79	336,225.27	359,384.92	409,554.81	417,763.33	646,213.06	632,336.33	676,467.92	725,481.71
Revenue, outside operations						454,695.47	460,930.88	487,632.55	548,579.09
Total operating revenue	33,645,652.79	34,801,614.31	36,141,147.97	39,129,160.58	41,039,960.03	39,445,444.41	39,980,629.33	43,844,807.81	45,363,663.49
Per mile operated—first main track	14,745.42	15,195.22	15,805.70	17,105.49	17,936.42	17,238.71	17,472.03	19,143.45	19,806.61
Per mile operated—all main tracks	11,994.68	12,369.11	12,869.31	13,931.06	14,606.68	13,851.54	14,017.38	15,358.76	15,859.48
Per mile operated—all tracks	8,384.75	8,634.80	8,994.05	9,643.31	10,049.87	9,495.02	9,622.79	10,499.81	10,797.58
B—EXPENSES:									
Maintenance of way and structures	3,667,993.28	3,828,702.49	4,501,377.60	5,383,301.95	4,905,226.84	4,609,147.47	4,251,565.95	5,253,611.20	6,066,120.53
Per mile operated—first main track	1,607.52	1,671.70	1,968.60	2,353.34	2,143.82	2,014.32	1,857.57	2,293.82	2,648.58
Per mile operated—all main tracks	1,307.64	1,360.79	1,602.88	1,916.61	1,745.84	1,618.53	1,490.28	1,840.33	2,120.76
Per mile operated—all tracks	914.09	950.00	1,120.21	1,326.70	1,201.19	1,109.48	1,023.06	1,258.12	1,443.87
Ratio to total operating revenue	10.90	11.00	12.45	13.76	11.95	11.68	10.63	11.98	13.37
Ratio to total operating expenses	15.71	15.60	17.43	18.92	16.38	15.70	14.84	16.53	17.03
Maintenance of equipment	3,177,305.59	3,646,820.51	4,204,161.39	4,415,440.58	4,305,914.48	4,352,217.78	4,730,778.83	5,446,734.78	6,248,435.28
Ratio to total operating revenue	09.44	10.48	11.63	11.28	10.49	11.03	11.83	12.42	13.77
Ratio to total operating expenses	13.61	14.86	16.28	15.52	14.37	14.82	16.51	17.14	17.54
Traffic expenses						512,661.88	516,417.01	544,016.13	500,350.55
Ratio to total operating revenue						01.30	01.29	01.24	01.10
Ratio to total operating expenses						01.75	01.80	01.71	01.40
Transportation expenses	15,692,549.79	16,243,794.07	16,325,417.77	17,763,061.73	19,818,834.99	18,573,873.72	17,800,498.28	19,075,788.64	2,229,175.51
Ratio to total operating revenue	46.64	46.67	45.17	45.39	48.29	47.09	44.51	43.51	46.80
Ratio to total operating expenses	67.22	66.19	63.21	62.43	66.16	63.27	62.15	60.03	59.58
General expenses	806,615.20	820,819.14	796,894.24	889,596.09	926,296.82	924,240.14	964,595.24	1,016,173.32	1,104,621.26
Ratio to total operating revenue	02.40	02.36	02.21	02.27	02.26	02.34	02.41	02.32	02.43
Ratio to total operating expenses	03.46	03.35	03.08	03.13	03.09	03.15	03.37	03.19	03.10
Expenses, outside operations						388,973.86	377,518.91	440,372.69	480,343.16
Total operating expenses	23,344,463.86	24,540,136.21	25,823,851.00	28,451,400.35	29,956,273.13	29,361,114.85	28,641,372.22	31,776,696.76	35,629,046.29

Ratio to total operating revenue	69.38	70.51	71.46	72.70	72.99	74.43	71.62	72.48	73.54
Ratio to total operating expenses									
C—TAXES	1,619,118.53	1,633,269.90	1,605,489.77	1,745,490.16	1,674,835.61	1,712,272.66	1,789,932.71	2,076,880.06	2,089,905.26
Per mile owned—first main track owned and operated	712.49	716.03	705.00	766.16	735.15	751.58	785.46	910.77	916.48
Per mile owned—all main tracks owned and operated	581.02	584.31	575.45	625.53	600.26	633.70	631.73	732.52	735.65
Per mile owned—all tracks owned and operated	405.35	407.09	401.37	432.13	412.10	414.11	432.74	499.69	499.76
Ratio to total operating revenue	04.81	04.69	04.44	04.46	04.08	04.34	04.48	04.74	04.61
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	1,151,381.50	1,379,593.11	1,844,468.69	2,005,959.34	1,715,498.43	1,630,529.89	1,877,593.53	2,197,559.56	2,500,149.59
Cost per 100 pounds tractive power	6.89	7.98	10.27	10.61	8.44	7.62	8.70	9.51	9.03
Average cost per locomotive	1,164.19	1,364.58	1,799.48	1,926.95	1,598.79	1,508.35	1,740.12	1,963.86	2,029.34
Passenger-train cars	798,143.37	789,659.39	837,957.16	928,261.80	1,073,631.54	726,929.48	830,489.33	914,999.78	1,067,892.02
Average cost per passenger car	509.34	492.00	515.35	562.58	627.85	408.90	465.52	504.97	559.11
Freight-train cars owned	586,178.41	844,784.82	900,971.73	768,258.29	733,438.84	1,344,018.49	1,486,269.85	1,736,721.03	1,960,959.41
Average cost per freight car owned	32.46	47.01	51.77	41.93	35.30	55.09	58.75	68.93	74.45
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	1,046,857.14	1,221,243.11	1,349,315.19	1,285,180.24	1,367,598.43	1,377,105.06	1,610,288.72	1,901,955.58	2,161,452.27
Cost per 100 pounds tractive power	6.[illegible]6	7.06	7.51	6.80	6.73	6.43	7.46	8.23	7.80
Average cost per locomotive	1,058.50	1,207.96	1,316.41	1,234.56	1,274.56	1,273.92	1,492.39	1,699.69	1,754.43
Passenger-train cars	732,298.16	702,238.95	680,523.50	605,671.48	729,935.64	610,426.13	709,814.82	769,333.97	865,055.30
Average cost per passenger car	467.32	437.53	418.53	367.06	426.86	343.32	397.88	424.58	452.91
Freight-train cars owned	586,178.41	743,052.55	745,777.31	735,200.50	683,365.91	860,617.45	942,856.84	1,135,755.05	1,381,696.44
Average cost per freight car owned	32.46	41.35	42.86	40.13	32.88	35.28	37.27	45.08	50.59
F—STATISTICS:									
Number of passengers carried 1 mile	683,037,890	681,938,257	702,490,018	739,950,909	762,517,704	790,805,436	792,426,736	864,870,875	862,472,977
Average rate per passenger per mile	1.774	1.784	1.853	1.930	1.912	1.712	1.698	1.694	1.801
Number of tons of revenue freight carried 1 mile	1,726,029,176	1,728,422,684	1,854,130,258	2,010,500,035	2,296,970,964	2,152,627,465	2,124,899,447	2,346,444,728	2,365,046,613
Average rate per ton per mile	1.131	1.178	1.152	1.162	1.082	1,045	1.083	1.085	1.095
Average revenue tons per car per mile	9.56	9.69	9.81	9.91	11.07	10.72	10.31	10.95	10.89
Average revenue tons per train per mile	207.29	202.95	211.57	211.01	234.71	236.69	240.40	247.33	247.38

SHRIVER EXHIBIT No. 1—Continued.

Boston & Maine R. R.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$26,811,512.79	$28,692,688.94	$21,887,790.94	$24,730,946.92	I 12.99	$23,309,308.93	I 15.02	I 05.34	I 12.74
Passenger revenue	15,693,674.78	16,049,174.21	12,772,103.42	14,572,462.17	I 14.09	13,672,282.79	I 14.78	I 07.09	I 09.51
Mail revenue	445,309.16	447,392.06	484,513.91	471,582.94	D 02.67	478,048.43	D 06.85	D 00.12	I 00.35
Express revenue	1,217,397.90	1,293,761.41	1,149,148.99	1,198,695.05	I 04.31	1,173,922.02	I 03.70	D 00.90	I 05.32
Other transportation revenue	1,077,173.11	1,218,354.08	286,975.85	877,568.07	I 205.80	582,271.96	I 84.99	I 19.67	I 35.35
Revenue from operations other than transportation	745,296.22	812,136.65	370,974.02	685,159.05	I 84.69	528,066.53	I 41.14	I 10.17	I 20.05
Revenue, outside operations	640,381.69	728,440.42		518,443.94		518,443.94		I 31.32	I 49.38
Total operating revenue	46,630,745.65	49,241,947.77	36,951,507.13	43,054,858.14	I 15.11	40,262,404.60	I 15.82	I 06.35	I 12.31
Per mile operated—first main track	20,353.70	22,153.81	16,157.65	18,802.90	I 16.37	17,480.27	I 16.44	I 06.32	I 15.73
Per mile operated—all main tracks	16,132.19	17,563.45	13,154.16	15,043.87	I 14.37	14,099.01	I 14.42	I 05.04	I 14.35
Per mile operated—all tracks	11,095.48	11,883.17	9,141.36	10,302.13	I 12.70	9,721.74	I 14.13	I 05.67	I 13.18
B—EXPENSES:									
Maintenance of way and structures	5,823,544.72	5,424,104.13	4,457,320.43	5,200,797.97	I 16.68	4,829,059.20	I 20.59	I 05.14	I 03.25
Per mile operated—first main track	2,541.90	2,356.36	1,948.98	2,271.24	I 16.53	2,110.11	I 20.46	I 10.82	I 02.73
Per mile operated—all main tracks	2,014.69	1,869.47	1,586.75	1,816.92	I 14.51	1,701.83	I 18.38	I 09.47	I 01.58
Per mile operated—all tracks	1,385.67	1,277.35	1,102.44	1,244.04	I 12.84	1,173.24	I 18.10	I 10.14	I 01.53
Ratio to total operating revenue	12.49	11.02	12.01	12.03		12.02			
Ratio to total operating expenses	16.37	14.04	16.81	16.09		16.45			
Maintenance of equipment	6,411,596.39	7,769,904.49	3,949,928.51	5,437,952.61	I 37.67	4,693,940.56	I 36.59	I 17.71	I 42.65
Ratio to total operating revenue	13.75	15.78	10.66	12.56		11.61			
Ratio to total operating expenses	18.02	20.11	14.93	16.81		15.87			
Traffic expenses	475,937.85	454,536.56		509,876.68				D 12.51	D 16.45
Ratio to total operating revenue	01.02	00.92		01.19					
Ratio to total operating expenses	01.34	01.17		01.60					
Transportation expenses	21,317,653.44	23,092,965.59	17,168,731.67	19,599,397.92	I 14.16	18,384,064.79	I 15.96	I 11.75	I 21.06
Ratio to total operating revenue	45.72	46.81	46.43	45.53		45.98			
Ratio to total operating expenses	59.91	59.76	65.04	60.99		63.01			
General expenses	1,058,562.94	1,359,913.85	848,044.30	1,013,638.58	I 19.53	930,841.44	I 13.72	I 04.17	I 33.82
Ratio to total operating revenue	02.27	02.76	02.30	02.35		02.32			
Ratio to total operating expenses	02.97	03.52	03.22	03.16		03.19			
Expenses, outside operations	496,958.85	540,527.01		436,833.09		436,833.09		I 12.85	I 22.74
Total operating expenses	35,584,254.19	38,641,951.63	26,424,024.91	32,198,496.85	I 21.85	29,294,739.08	I 21.55	I 11.98	I 19.90

Ratio to total operating revenue	76.31	78.47	71.41	74.68		73.04			
Ratio to total operating expenses									
C—TAXES	2,086,863.88	2,025,628.78	1,655,640.79	1,951,170.91	I 17.85	1,803,405.85	I 15.72	I 00.48	D 02.47
Per mile owned—first main track owned and operated	922.55	882.39	726.96	857.37	I 17.94	792.16	I 16.46	I 01.29	D 03.12
Per mile owned—all main tracks owned and operated	734.43	710.63	593.31	693.61	I 16.91	643.46	I 14.14	I 00.26	D 02.99
Per mile owned—all tracks owned and operated	502.42	482.60	411.61	469.74	I 14.12	440.67	I 14.01	I 00.55	D 03.42
Ratio to total operating revenue	04.48	04.11	04.50	04.53		04.51			
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	2,689,157.09	3,187,704.26	1,619,380.21	2,178,997.93	I 34.56	1,899,189.07	I 41.60	I 22.37	I 45.06
Cost 100 pounds tractive power	9.98	10.69	8.84	8.97		8.90	I 12.13		
Average cost per locomotive	2,304.33	2,564.52	1,570.80	1,909.20	I 21.54	1,740.00	I 32.43	I 17.34	I 30.59
Passenger-train cars	944,406.19	1,050,604.13	885,530.65	896,948.36	I 01.29	891,237.00	I 05.97	I 03.21	I 14.82
Average cost per passenger car	455.79	520.87	541.42	478.86	D 11.55	510.14	D 10.65	D 09.74	I 03.15
Freight-train cars owned	2,052,471.91	2,645,079.00	766,726.42	1,716,088.14	I 123.82	1,241,407.28	I 65.33	I 18.18	52.30
Average cost per freight car	79.37	107.56	41.69	67.32		54.51			
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	2,279,326.38	2,784,396.39	1,254,038.82	1,866,025.60	I 48.80	1,560,032.22	I 46.11	I 19.84	I 46.39
Cost per 100 pounds tractive power	8.46	9.34	6.87	7.68	I 11.79	7.28	I 16.21	I 02.80	I 13.49
Average cost per locomotive	1,953.15	2,240.06	1,218.40	1,634.72	I 34.17	1,426.56	I 36.91	I 14.91	I 31.79
Passenger-train cars	753,457.92	835,611.84	690,133.55	741,617.63	I 07.46	715,875.59	I 05.25	D 02.06	I 08.62
Average cost per passenger car	363.64	414.28	423.46	396.47	D 06.37	409.96	D 11.30	D 14.35	D 02.43
Freight-train cars owned	1,386,736.88	1,944,233.88	698,714.94	1,131,532.53	I 61.94	915,123.73	I 51.54	I 22.09	I 71.18
Average cost per freight car	53.63	79.06	37.94	44.37		41.15			
F—STATISTICS:									
Number of passengers carried 1 mile	880,741,536	904,059,166	713,986,956	838,263,512	I 17.41	776,125,234	I 13.48	I 01.84	I 04.53
Average rate per passenger per mile	1.782	1.775	1.851	1.737		1.794			
Number of tons of revenue freight carried 1 mile	2,460,990,977	2,721,196,610	1,923,210,623	2,290,001,846	I 19.07	2,106,606,235	I 16.82	I 04.87	I 15.97
Average rate per ton per mile	1.089	1.054	1.141	1.079		1.110			
Average revenue tons per car per mile	11.13	11.92	10.01	10.80		10.40			
Average revenue tons per train per mile	264.87	291.56	213.51	247.33	I 15.84	230.42	I 14.96	I 07.09	I 17.88

SHRIVER EXHIBIT No. 1—Continued.

Buffalo & Susquehana system.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 9.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	172.53	172.53	172.46	242.40	263.45	350.30	338.96	338.48	335.47
2. Owned—miles of all main tracks	172.53	172.53	172.46	242.40	263.45	350.30	338.96	338.48	335.47
3. Owned—miles of all tracks	218.39	221.44	219.35	301.55	330.19	436.24	430.71	430.76	433.44
4. Operated—miles of first main track	172.53	172.53	172.46	243.03	255.59	372.71	361.37	360.89	356.38
5. Operated—miles of all main tracks	172.53	172.53	172.46	243.03	255.59	372.71	361.37	360.89	356.38
6. Operated—miles of all tracks	218.39	221.44	219.35	302.18	318.09	458.65	453.12	453.17	454.35
B—TOTAL CAPITAL OBLIGATIONS	$10,140,500.00	$11,110,500.00	$11,488,000.00	$17,179,400.00	$18,244,900.00	$31,962,000.00	$31,708,000.00	$31,570,575.00	$31,916,500.00
Per mile owned—first main track	58,775.28	64,397.48	66,612.54	70,872.11	69,253.71	91,241.79	93,544.96	93,271.02	95,139.65
Per mile owned—all main tracks	58,775.28	64,397.48	66,612.54	70,872.11	69,253.71	91,241.79	93,544.96	93,271.02	95,139.65
Per mile owned—all tracks	46,432.99	50,173.86	52,372.92	56,947.16	55,255.76	73,267.01	73,617.96	73,290.40	73,635.34
Capital stock	6,518,000.00	6,518,000.00	6,518,000.00	8,456,900.00	8,656,900.00	14,000,000.00	14,000,000.00	14,000,000.00	14,000,000.00
Increase over previous year	2,000,000.00	....	....	1,938,900.00	200,000.00	5,343,100.00	....	....	....
Funded debt, including notes issued for capital obligations	3,622,500.00	4,592,500.00	4,970,000.00	8,722,500.00	9,588,000.00	17,962,000.00	17,708,000.00	17,570,575.00	17,916,500.00
Increase over previous year	D 3,500.00	970,000.00	377,500.00	3,752,500.00	865,500.00	8,374,000.00	D 254,000.00	D 137,425.00	345,925.00
Ratio of capital stock to total capital obligations	64.28	58.66	56.74	49.23	47.45	43.80	44.15	44.34	43.86
C—PROPERTY INVESTMENT[1]	6,406,422.97	6,481,323.96	7,098,308.51	12,300,642.24	13,526,335.29	23,106,298.02	22,605,161.34	22,881,489.90	22,949,179.33
Per mile owned—first main track	37,132.23	37,566.35	41,159.16	50,745.22	51,343.08	65,961.45	66,689.76	67,600.71	68,409.03
Per mile owned—all main tracks	37,132.23	37,566.35	41,159.16	50,745.22	51,343.08	65,961.45	66,689.76	67,600.71	68,409.03
Per mile owned—all tracks	29,334.78	29,268.98	32,360.65	40,791.38	40,965.31	52,966.94	52,484.71	53,118.87	52,946.61
Additions to property investment account	....	74,900.99	616,974.55	5,202,233.73	1,215,693.05	9,579,862.73	D 41,136.68	276,327.56	67,689.43
D—INCOME ACCOUNT:[2]									
Total operating revenue (including outside operations)	992,544.01	947,837.82	1,006,563.34	1,490,165.91	1,695,714.05	2,025,471.62	2,299,294.33	2,212,674.24	2,374,708.50
Total operating expenses (including outside operations)	543,360.62	602,836.72	723,244.96	949,520.10	1,243,172.46	1,858,351.68	1,961,164.79	2,077,328.18	2,091,010.43
Net operating revenue (including outside operations)	449,183.39	345,001.10	373,318.38	540,645.81	452,541.59	167,119.94	338,129.54	135,346.06	283,698.07
Tax accruals	21,170.93	29,156.73	30,000.00	36,000.00	36,000.00	48,000.00	48,000.00	48,000.00	48,000.00

Operating income	428,012.46	315,844.37	343,318.38	504,645.81	416,541.59	119,119.94	290,129.54	87,346.06	235,698.07
Other income relating to operation									
Hire of equipment—Cr	3,955.45	10,962.47	32,727.90	31,646.65	129,800.32	166,411.77	123,391.66	141,495.35	207,798.17
Joint facilities—Cr						732.00	732.00	732.00	732.00
Miscellaneous rents—Cr	491.50	389.30	573.50	920.32	1,248.90	100.00	17.23	107.67	735.44
Total	4,446.95	11,351.77	33,301.40	32,566.97	131,049.22	167,243.77	124,140.89	142,335.02	209,265.61
Deductions from income relating to operation									
Hire of equipment—Dr									
Joint facilities—Dr				2,000.03	8,393.36	28,973.26	36,182.59	39,198.86	39,171.20
Miscellaneous rents—Dr						1,786.38	1,877.06	2,332.64	1,760.78
Total				2,003.03	8,393.36	30,759.64	38,059.65	41,531.50	40,931.98
Net operating income	432,459.41	327,196.14	376,619.78	535,212.75	539,197.45	255,604.07	376,210.78	188,149.58	404,031.70
Per cent on property investment	6.75	5.05	5.30	4.35	3.99	1.10	1.66	.82	1.76
Other income	100,811.75	173,893.52	190,861.29	137,612.77	189,392.88	138,059.66	146,194.18	144,271.98	147,756.71
Total income	533,271.16	501,089.66	567,481.07	672,825.52	728,590.33	393,663.73	522,404.96	332,421.56	551,788.41
Other deductions									
Lease of roads					1.00	2,393.98	2,290.96	2,662.87	
Interest deductions	147,902.50	157,384.46	192,336.96	291,389.61	358,496.34	783,899.33	816,864.39	809,374.11	840,422.78
Miscellaneous other deductions		571.77	2,406.20	7,741.82	36,954.46	42,294.08	52,428.21	125,751.36	161,151.09
Total	147,902.50	157,956.23	194,743.16	299,131.43	395,361.80	828,587.39	871,583.56	937,788.34	1,001,573.87
Net corporate income for the year	385,368.66	343,133.43	372,737.91	373,694.09	333,228.53	D 434,923.66	D 349,178.60	D 605,366.78	D 449,785.46
Per cent on capital stock outstanding	5.91	5.26	5.72	4.42	3.85	D 3.11	D 2.49	D 4.32	D 3.21
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	390,084.28	520,404.34	567,197.52	588,367.53	475,167.70	378,471.51	D 306,774.50	D 980,384.53	D 1,826,571.07
Net corporate income for the year	385,368.66	343,133.43	372,737.91	373,694.09	333,228.53	D 434,923.66	D 349,178.60	D 605,366.78	D 449,785.46
Miscellaneous profit and loss items—Net	D 7,648.60	D 440.25	D 6,945.73	D 6,862.13	3,922.58	D 96.65	D 5,309.73	38,775.87	551,354.65
Total surplus	767,804.34	863,097.52	932,989.70	955,199.49	812,318.81	D 56,548.80	D 661,662.83	D 1,546,975.44	D 1,725,001.88
Dividends declared	247,400.00	295,900.00	295,900.00	352,845.00	338,976.31	160,000.00	160,000.00	120,000.00	
Per cent on capital stock outstanding	3.80	4.54	3.97	4.17	3.92	1.14	1.14	.86	
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations			48,722.17	127,186.79	94,870.99	90,225.70	159,121.70	159,595.63	
Total surplus appropriated			48,722.17	127,186.79	94,870.99	90,225.70	159,121.70	159,595.63	
Unappropriated surplus carried over to the following year	520,404.34	567,197.52	588,367.53	475,167.70	378,471.51	D 306,774.50	D 980,384.53	D 1,826,571.07	D 1,725,001.88

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[1] **Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.**

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Buffalo & Susquehana system—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	335.47	335.47	204.67	339.74	65.99	272.20	23.25	D .89	D .89
2. Owned—miles of all main tracks	335.47	335.47	204.67	339.74	65.99	272.20	23.25	D .89	D .89
3. Owned—miles of all tracks	436.53	437.79	258.18	433.54	67.92	345.86	26.22	1.33	1.63
4. Operated—miles of first main track	356.38	355.32	203.23	361.55	77.90	312.39	14.08	D 1.25	D 1.54
5. Operated—miles of all main tracks	356.38	355.32	203.23	361.55	77.90	312.39	14.08	D 1.25	D 1.54
6. Operated—miles of all tracks	458.64	458.82	255.89	455.58	78.04	355.74	28.93	1.21	.80
B—TOTAL CAPITAL OBLIGATIONS	$31,388,500.00	$31,010,185.00	$13,632,660.00	$31,709,115.00	132.60	$22,670,887.50	38.45	D .58	D 1.77
Per mile owned—first main track	93,565.74	92,706.31	66,608.01	93,333.48	40.12	83,287.61	12.34	32	D .61
Per mile owned—all main tracks	93,565.74	92,706.31	66,608.01	93,333.48	40.12	83,287.61	12.34	.32	D .61
Per mile owned—all tracks	71,904.56	70,833.47	52,802.93	73,140.00	38.52	65,549.32	9.70	D .19	3.22
Capital stock	14,000,000.00	14,000,000.00	7,333,560.00	14,000,000.00	90.90	10,666,780.00	31.25	....	....
Increase over previous year	....	....	827,780.00	1,068,620.00	29.09	948,200.00	D 100.00	....	....
Funded debt, including notes issued for capital obligations	17,388,500.00	17,010,185.00	6,299,100.00	17,709,115.00	181.14	12,004,107.50	44.85	D 1.04	D 3.19
Increase over previous year	D 528,000.00	D 378,315.00	1,192,400.00	1,560,100.00	30.84	1,376,250.00	D 138.37	D 284.21	D 175.28
Ratio of capital stock to total capital obligations	44.60	45.14	53.78	44.15	D 17.91	47.05	D 5.21	.59	1.80
C.—PROPERTY INVESTMENT[1]	22,797,578.37	22,792,429.93	9,162,606.59	22,867,941.39	149.58	16,015,273.99	42.35	D .37	D .39
Per mile owned—first main track	67,957.12	67,941.78	44,767.71	67,310.12	50.35	58,836.42	15.50	.52	.50
Per mile owned—all main tracks	67,957.12	67,941.78	44,767.71	67,310.12	50.35	58,836.42	15.50	.52	.50
Per mile owned—all tracks	52,224.55	52,062.47	35,489.22	52,747.01	48.63	46,305.66	12.78	D 1.68	D 1.99
Additions to property investment account	D 151,600.96	D 5,148.44	1,421,960.46	1,946.228.42	36.87	1,684,094.44	D 109.00	D 154.86	D 101.86
D.—INCOME ACCOUNT:[2]									
Total operating revenue (including outside operations)	2,294,823.85	2,463,522.05	1,244,565.03	2,241,394.51	80.09	1,742,979.77	31.66	3.71	11.84
Total operating expenses (including outside operations)	2,119,082.57	2,103,241.61	812,426.97	2,021,387.53	148.81	1,416,907.25	49.56	2.01	1.25
Net operating revenue (including outside operations)	175,741.28	360,280.44	432,138.06	220,006.98	D 49.09	326,072.52	D 46.10	29.84	166.18
Tax accruals	42,800.00	45,300.00	30,465.53	46,960.00	54.14	38,712.77	10.56	D 10.81	D 5.63
Operating income	132,941.28	314,980.44	401,672.53	173,046.98	D 56.62	287,359.75	D 53.74	52.20	260.61
Other income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Cr	191,717.84	261,443.39	41,818.56	166,162.96	297.34	103,990.76	84.36	35.50	84.78

Joint facilities—Cr	732.00	732.00		732.00	100.00	366.00	100.00		
Miscellaneous rents—Cr	116.39	1.00	724.70	215.35	D 70.28	470.08	D 75.23	8.09	D 99.07
Total	192,566.23	262,176.39	42,543.26	167,110.31	292.80	104.826.79	83.70	35.29	84.19
Deductions from income relating to operation									
Hire of equipment—Dr									
Joint facilities—Dr	41,939.57	43,687.57	2,078.68	37,093.10	1,684.45	19,585.89	114.13	6.99	11.45
Miscellaneous rents—Dr	2,658.18	2,954.45		2,083.01	100.00	1,041.51	155.22	13.96	26.66
Total	44,597.75	46,642.02	2,078.68	39,176.11	1,784.66	20,627.40	116.21	7.39	12.31
Net operating income	280,909.76	530,514.81	442,137.11	300,981.18	D 31.93	371,559.14	D 24.40	49.30	181.96
Per cent on property investment	1.23	2.33	4.83	1.32	D 72.67	2.32	D 46.98	50.00	184.15
Other income	162,724.87	160,611.14	158,514.44	147,801.48	D 6.76	153,157.96	6.24	12.79	11.33
Total income	443,634.63	691,125.95	600,651.55	448,782.66	D 25.28	524,717.10	D 15.45	33.46	107.91
Other deductions									
Lease of roads			.20	1.469.56	7,346.80	734.88	D 100.00	D 100.00	D 100.00
Interest deductions	811,227.38	788,963.18	229,483.97	812,357.60	253.99	493,796.69	64.29	.23	D 2.52
Miscellaneous other deductions	158,279.72	171,398.57	9,534.85	107,980.80	1,032.49	85,881.96	84.30	25.86	36.30
Total	969,507.10	960,361.75	239,019.02	921,808.05	285.66	580,413.53	67.04	3.38	2.41
Net corporate income for the year	D 525,872.47	D 269,235.80	361,632.53	D 473,025.39	D 230.80	D 55,696.43	D 844.18	13.13	55.53
Per cent on capital stock outstanding	D 3.76	D 1.92	4.93	D 3.37	D 168.36	D .52	D 623.08	12.96	55.56
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 1,725,001.88	D 2,177,319.10							
Net corporate income for the year	D 525,872.47	D 269,235.80	361,632.53	D 473,025.39	D 230.80	D 55,696.43	D 844.18	13.13	55.53
Miscellaneous profit and loss items—net	73,555.25	40,594.62	D 3,594.83	131,655.88	3,762.37	64,030.53	14.88	89.69	4.69
Total surplus	D 2,177,319.10	D 2,405,760.28							
Dividends declared			306,204.26	88,000.00	D 71.26	197,102.13	D 100.00	D 100.00	D 100.00
Per cent on capital stock outstanding			4.07	.63	D 84.52	1.83	D 100.00	D 100.00	D 100.00
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations			54,155.99	81,788.61	51.02	67,972.30	D 100.00	D 100.00	D 100.00
Total surplus appropriated			54,155.99	81,788.61	51.02	67,972.30	D 100.00	D 100.00	D 100.00
Unappropriated surplus carried over to the following year	D 2,177,319.10	D 2,405,960.28							

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Buffalo & Susquehanna System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 10.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$824,929.25	$785,164.96	$937,134.50	$1,322,800.40	$1,520,974.54	$1,757,047.31	$2,015,801.87	$1,910,787.01	$2,070,182.45
Passenger revenue	127,027.96	135,770.23	135,814.71	141,476.12	143,195.46	188,380.98	206,339.09	217,942.03	210,067.40
Mail revenue	10,650.35	10,657.09	10,666.16	10,770.06	10,924.99	13,179.49	15,303.14	16,982.65	17,008.76
Express revenue	4,351.63	4,882.70	5,133.75	8,038.76	8,995.22	14,218.47	14,218.44	14,218.44	14,218.43
Other transportation revenue	741.78	838.99	1,015.25	1,010.33	1,030.06	15,567.10	19,628.46	26,699.17	24,206.69
Revenue from operations other than transportation	24,843.05	10,523.85	6,798.97	6,070.24	10,593.78	36,495.00	27,686.08	25,807.39	38,636.04
Outside operations						583.27	317.25	237.55	388.73
Total operating revenue	992,544.01	947,837.82	1,096,563.34	1,490,165.91	1,695,714.05	2,025,471.62	2,299,294.33	2,212,674.24	2,374,708.50
Per mile operated—first main track	5,752.88	5,493.76	6,358.36	6,131.61	6,634.51	5,434.44	6,362.71	6,131.16	6,663.42
Per mile operated—all main tracks	5,752.88	5,493.76	6,358.36	6,131.61	6,634.51	5,434.44	6,362.71	6,131.16	6,663.42
Per mile operated—all tracks	4,544.82	4,260.79	4,999.15	4,931.38	5,330.93	4,416.17	5,074.36	4,882.66	5,332.23
B—EXPENSES:									
Maintenance of way and structures	150,028.31	158,621.91	162,926.14	234,849.29	304,874.23	422,704.12	399,693.84	400,033.81	388,517.62
Per mile operated—first main track	869.58	919.39	944.71	966.34	1,192.82	1,134.14	1,106.05	1,108.46	1,090.18
Per mile operated—all main tracks	869.58	919.39	944.71	966.34	1,192.82	1,134.14	1,106.05	1,108.46	1,090.18
Per mile operated—all tracks	686.97	716.32	742.77	777.18	958.45	921.63	882.09	882.75	872.39
Ratio to total operating revenue	15.12	16.74	14.86	15.76	17.98	20.87	17.38	18.08	16.36
Ratio to total operating expenses	27.61	26.31	22.53	24.73	24.52	22.75	20.38	19.26	18.58
Maintenance of equipment	111,910.72	126,824.48	188,399.78	262,131.19	351,780.25	534,529.75	548,668.20	685,506.71	670,188.66
Ratio to total operating revenue	11.28	13.38	17.18	17.59	20.75	26.39	23.86	30.98	28.22
Ratio to total operating expenses	20.60	21.04	26.05	27.61	28.30	28.76	27.98	33.00	32.05
Traffic expenses						21,796.61	28,733.03	25,843.65	29,783.89
Ratio to total operating revenue						1.08	1.25	1.17	1.25
Ratio to total operating expenses						1.17	1.46	1.24	1.42
Transportation expenses	218,507.70	249,459.76	300,563.65	376,319.20	507,022.11	784,332.98	894,832.65	870,140.59	899,790.19
Ratio to total operating revenue	22.01	26.32	27.41	25.25	29.90	38.72	38.92	39.33	37.89
Ratio to total operating expenses	40.21	41.38	41.56	39.63	40.78	42.21	45.63	41.89	43.03
General expenses	62,913.89	67,930.57	71,355.39	76,220.42	79,495.87	92,922.96	87,827.57	95,219.59	101,911.85
Ratio to total operating revenue	6.34	7.17	6.50	5.11	4.69	4.59	3.82	4.30	4.29
Ratio to total operating expenses	11.58	11.27	9.86	8.03	6.40	5.00	4.48	4.58	4.88
Outside operations						2,005.26	1,409.50	583.83	818.22
Total operating expenses	543,360.02	602,836.72	723,244.96	949,520.10	1,243,172.05	1,858,351.68	1,961,164.79	2,077,328.18	2,091,010.43

Ratio to total operating revenue	54.74	63.60	65.95	63.72	73.31	91.75	85.29	93.88	88.05
Ratio to total operating expenses									
C—Taxes:									
Per mile owned—first main track	122.71	168.99	173.95	148.51	136.65	137.03	141.61	141.81	143.08
Per mile owned—all main tracks	122.71	168.99	173.95	148.51	136.65	137.03	141.61	141.81	143.08
Per mile owned—all tracks	96.94	131.67	136.77	119.38	109.03	110.03	111.44	111.43	110.87
Ratio to total operating revenue	2.13	3.08	2.74	2.42	2.12	2.37	2.09	2.17	2.02
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	29,592.97	41,371.84	65,214.92	81,757.59	115,482.22	191,746.56	202,745.17	298,215.88	292,953.27
Cost per 100 pounds tractive power	5.44	5.25	6.58	6.03	7.83	8.32	7.69	11.24	10.95
Average cost per locomotive	1,340.08	1,402.44	1,996.17	1,868.74	2,260.08	2.816.49	2,599.30	3,831.63	3,804.69
Passenger-train cars	4,693.95	6,091.32	10,196.87	8,033.06	13,700.29	20,980.72	18,278.36	21,048.44	20,968.29
Average cost per passenger car	290.29	290.06	463.49	388.71	404.94	537.97	468.08	539.70	539.27
Freight-train cars	53,552.26	59,759.14	83,437.99	139,477.55	182,658.03	282,923.35	288,923.35	322,514.08	312,905.38
Average cost per freight car	49.63	45.18	59.46	69.38	56.61	65.06	59.76	68.19	66.50
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	26,786.29	34,365.87	56,544.79	70,047.97	100,411.91	156,835.59	161,522.94	256,796.05	251,802.00
Cost per 100 pounds tractive power	5.29	4.36	5.64	5.16	6.81	6.80	6.13	9.68	9.41
Average cost per locomotive	1,213.15	1,165.04	1,730.79	1,621.48	1,982.85	2,303.70	2,070.81	3,299.45	3,270.16
Passenger-train cars	4,167.58	5,225.57	9,331.37	7,081.72	9,767.91	13,082.04	10,377.04	13,147.07	13,095.88
Average cost per passenger car	258.85	248.84	424.15	342.77	288.74	335.44	266.08	337.10	336.48
Freight-train cars	33,292.90	39,918.06	59,709.92	86,415.00	103,261.81	137,302.12	120,510.92	157,609.10	147,332.04
Average cost per freight car	30.86	30.18	42.55	42.99	32.00	31.57	24.93	33.32	31.31
F—Statistics:									
Number of passengers carried 1 mile	4,320,556	4,827,629	4,900,975	5,127,794	5,450,740	8,544,770	9,500,554	9,502,812	9,185,587
Average rate per passenger per mile	0.02940	.02812	.02771	.02759	.02627	.02205	.02172	.02293	.02287
Number of tons of revenue freight carried 1 mile	43,517,126	44,491.861	69,523.591	114,479,560	177,510,853	260,436.121	346,620,220	305,586,970	337,877.158
Average rate per ton per mile	.01896	.01764	.01348	.01155	.00857	.00675	.00582	.00625	.00613
Average revenue tons per car per mile	13.78	15.94	18.82	27.41	33.25	35.99	36.52	34.92	.36.79
Average revenue tons per train per mile	117.88	117.11	152.09	222.12	261.84	294.56	339.04	332.02	340.61

SHRIVER EXHIBIT No. 1—Continued.

Buffalo & Susquehanna System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10 year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$1,997,911.76	$2,172,001.81	$1,078,200.73	$1,950,346.08	80.89	$1,514,273.40	31.94	4.56	13.67
Passenger revenue	212,511.83	210,331.89	136,656.90	207,048.27	51.51	171,852.59	23.66	D 2.49	D 3.49
Mail revenue	17,001.74	16,902.39	10,733.73	15,895.16	48.09	13,314.44	27.69	....	.47
Express revenue	14,634.00	14,857.36	6,280.41	14,301.55	127.71	10,290.98	42.20	2.92	4.49
Other transportation revenue	17,996.72	23,359.35	927.28	20,819.63	2,145.24	10,873.45	65.51	D 32.59	D 12.51
Revenue from operations other than transportation	34,535.55	25,744.00	11,765.98	32,632.01	177.34	22,198.99	55.57	33.95	D .26
Outside operations	232.25	325.25	....	351.81	100.00	175.92	32.02	D 2.23	36.92
Total operating revenue	2,294,823.85	2,463,522.05	1,244,565.03	2,241,394.51	80.09	1,742,979.77	31.66	3.71	11.34
Per mile operated—first main track	6,439.26	6,912.63	6,123.92	6,199.40	1.23	5,579.50	15.41	5.02	12.73
Per mile operated—all main tracks	6,439.26	6,912.63	6,123.92	6,199.40	1.23	5,579.50	15.41	5.02	12.73
Per mile operated—all tracks	5,152.85	5,371.36	4,863.67	4,917.60	1.11	4,899.58	5.17	5.53	10.01
B—EXPENSES:									
Maintenance of way and structures	442,075.21	481,035.42	202,259.98	410,604.92	103.00	306,432.45	44.27	10.51	20.25
Per mile operated—first main track	1,240.46	1,354.03	995.23	1,135.68	14.10	980.93	26.46	11.91	12.75
Per mile operated—all main tracks	1,240.46	1,354.03	995.23	1,135.68	14.10	980.93	26.46	11.91	12.75
Per mile operated—all tracks	963.88	1,048.41	790.42	900.86	13.97	861.39	11.90	9.19	10.01
Ratio of total operating revenue	19.26	19.52	16.25	18.32	12.73	17.58	9.56	6.53	7.96
Ratio to total operating expenses	20.86	22.87	23.90	20.31	D 18.43	21.63	D 3.56	8.31	18.74
Maintenance of equipment	640,403.15	609,464.19	208,209.28	615,859.29	195.79	412,034.29	55.42	D 6.58	D 11.09
Ratio to total operating revenue	27.91	24.74	16.73	27.48	64.26	23.64	18.06	D 9.91	D 10.14
Ratio to total operating expenses	30.22	28.98	23.63	30.47	8.88	29.08	3.85	D 8.42	D 12.18
Traffic expenses	23,864.67	20,262.00	....	26,004.37	100.00	13,002.18	83.54	D 7.66	D 26.60
Ratio to total operating revenue	1.04	.82	....	1.16	100.00	.75	38.67	D 11.11	D 29.91
Ratio to total operating expenses	1.13	.96	....	1.29	100.00	.92	22.83	D 8.87	D 22.58
Transportation expenset	902,139.76	888,472.96	330,374.48	870,247.23	163.42	600,310.86	50.28	3.68	2.11
Ratio to total operating revenue	39.31	36.06	26.54	38.82	44.27	34.44	14.14	D .05	D 8.31
Ratio to total operating expenses	42.57	42.24	40.66	43.05	5.88	42.37	.47	1.62	D .84
General expenses	109,895.81	103,616.50	71,583.23	97,555.56	36.28	84,509.39	29.95	15.41	8.82
Ratio to total operating revenue	4.79	4.21	5.75	4.35	D 24.42	4.85	D 1.24	11.40	D 2.09
Ratio to total operating expenses	5.19	4.93	8.81	4.83	D 45.18	5.97	D 13.07	13.81	7.64
Outside operations	703.97	390.25	....	1,116.16	100.00	558.08	26.14	20.58	D 33.16
Total operating expenses	2,119,082.57	2,103,241.61	812,426.97	2,021,387.53	148.81	1,416,907.25	49.56	20.10	1.30

Ratio to total operating revenue	92.64	85.38	65.28	90.18	38.14	81.30	13.59	D 1.64	D 6.92
Ratio to total operating expenses									
C—TAXES:									
Per mile owned—first main track	127.59	135.06	148.85	138.22	D 7.14	142.22	D 10.29	D 9.32	D 4.76
Per mile owned—all main tracks	127.59	135.06	148.85	138.22	D 7.14	142.22	D 10.29	D 9.32	D 4.76
Per mile owned—all tracks	98.04	103.47	118.00	108.32	D 8.20	111.93	D 12.40	D 12.02	D 7.14
Ratio to total operating revenue	1.87	1.84	2.45	2.09	D 14.96	2.22	D 15.77	D 13.83	D 15.21
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	256,117.11	221,627.81	66,683.91	248,355.60	272.44	157,519.76	62.59	D 14.12	D 25.68
Cost per 100 pounds tractive power	9.58	8.28	6.43	9.55	48.52	8.72	9.86	D 14.77	D 26.33
Average cost per locomotive	3,326.20	2,878.28	1,859.56	3,286.00	76.71	2,826.99	17.66	D 13.19	D 24.88
Passenger-train cars	21,880.39	18,470.35	8,543.10	20,635.24	141.54	14,589.17	49.98	3.48	D 12.24
Average cost per passenger car	575.80	489.28	375.85	532.11	41.57	474.29	21.40	6.69	D 9.34
Freight-train cars	327,966.07	339,100.67	103,776.99	307,046.45	195.87	206,411.72	59.66	1.69	5.14
Average cost per freight car	72.69	76.21	57.39	66.37	15.65	63.85	7.58	6.60	11.76
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	214,965.87	180,423.28	57,631.87	207,384.49	261.58	133,007.93	61.62	D 16.29	D 29.74
Cost per 100 pounds tractive power	8.04	6.75	5.56	8.05	44.78	7.36	9.24	D 16.94	D 30.27
Average cost per locomotive	2,791.76	2,343.16	1,607.12	2,757.18	71.56	2,387.08	16.95	D 15.39	D 28.98
Passenger-train cars	14,000.59	10,590.55	7,114.83	12,740.52	79.07	9,927.68	41.03	6.49	D 19.45
Average cost per passenger car	368.44	250.54	313.01	328.74	5.03	322.75	14.16	9.30	D 25.66
Freight-train cars	165,981.59	178,686.09	64,519.66	145,747.15	125.90	105,133.41	57.88	5.31	13.37
Average cost per freight car	36.79	40.15	35.68	31.51	D 11.69	32.65	12.68	10.41	20.50
F—STATISTICS:									
Number of passengers carried 1 mile	9,502,431	9,383,555	4,925,539	924,723	87.74	7,086,385	34.09		D 1.25
Average rate per passenger per mile	.02236	.02242	.02774	.02233	D 19.28	.02425	D 7.79	D 2.49	D 2.22
Number of tons of revenue freight carried 1 mile	364,324,456	410,392,559	89,904,598	322,910,585	259.17	206,407,592	76.36	19.12	34.30
Average rate per ton per mile	.00549	.00529	.01199	.00604	D 49.62	.00734	D 25.20	D 12.16	D 15.36
Average revenue tons per car per mile	35.89	37.32	23.46	35.84	52.77	32.15	11.63	2.78	6.87
Average revenue tons per train per mile	330.52	365.83	187.34	339.34	81.14	281.99	17.21	D .45	10.18

SHRIVER EXHIBIT No. 1—Continued.

Buffalo, Rochester & Pittsburgh Rwy. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 11.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main tracks	371.74	399.02	430.60	441.90	441.86	441.13	441.13	440.22	445.93
2. Owned—miles of all main tracks	413.32	455.79	505.29	528.10	533.75	522.76	542.21	542.79	557.06
3. Owned—miles of all tracks	625.02	671.46	746.48	784.67	806.40	813.02	823.15	841.07	866.82
4. Operated—miles of first main track	472.08	490.36	538.24	567.77	568.52	567.79	567.79	566.88	572.67
5. Operated—miles of all main tracks	587.99	630.46	694.56	735.60	742.04	741.31	750.50	751.08	765.43
6. Operated—miles of all tracks	799.69	846.13	935.75	992.17	1,014.69	1,021.31	1,031.44	1,049.36	1,075.19
B—TOTAL CAPITAL OBLIGATIONS	$28,245,000.00	$29,838,000.00	$31,930,000.00	$31,961,000.00	$36,495,000.00	$38,495,000.00	$39,347,000.00	$41,399,000.00	$41,067,000.00
Per mile owned—first main track	75,980.52	74,778.20	74,152.35	72,326.32	82,594.03	87,264.53	89,195.93	94,041.62	92,092.93
Per mile owned—all main tracks	68,336.88	65,464.36	63,191.43	60,520.73	68,374.71	73,638.00	72,567.82	76,270.75	73,720.96
Per mile owned—all tracks	45,190.55	44,437.49	42,774.09	40,731.77	45,256.70	47,348.16	47,800.52	49,221.82	47,376.62
Capital stock	14,300,000.00	15,000,000.00	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00
Increase over previous year	2,300,000.00	700,000.00	1,500,000.00	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	13,945,000.00	14,838,000.00	15,430,000.00	15,461,000.00	19,995,000.00	21,905,000.00	22,847,000.00	24,899,000.00	24,567,000.00
Increase over previous year	63,000.00	893,000.00	592,000.00	31,000.00	4,534,000.00	2,000,000.00	852,000.00	2,052,000.00	D 332,000.00
Ratio of capital stock to total capital obligations, per cent	50.63	50.27	51.68	51.63	45.21	42.86	41.93	39.86	40.18
C—PROPERTY INVESTMENT (reserve for accrued depreciation deducted) [1]	27,790,992.48	29,657,406.41	31,258,065.92	32,368,866.66	34,572,364.30	37,521,716.91	38,082,347.25	40,246,493.21	40,963,335.19
Per mile owned—first main track	74,759.22	74,325.61	72,591.89	73,249.30	78,242.80	85,058.18	86,329.08	91,423.59	91,860.46
Per mile owned—all main tracks	67,238.44	65,068.14	61,861.64	51,293.06	64,772.58	71,776.18	70,235.42	74,147.45	73,534.87
Per mile owned—all tracks	44,464.16	44,168.54	41,873.95	41,251.57	42,872.48	46,151.04	46,264.16	47,851.53	47,257.03
Additions to property investment account	2,228,452.89	1,866,413.93	1,600,659.51	1,110,800.74	2,203,497.64	2,949,352.61	560,630.34	2,164,145.96	716,841.98
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	7,022,316.74	7,189,100.65	7,923,265.27	7,521,979.94	8,157,941.03	7,497,701.97	7,186,411.67	8,953,181.17	9,153,270.55
Total operating expenses, including outside operations	3,759,090.16	4,156,283.80	4,740,250.50	4,209,938.36	4,812,066.36	5,361,104.88	4,680,320.12	5,923,323.57	6,166,713.09
Net operating revenue, including outside operations	3,263,226.58	3,032,816.85	3,183,014.77	3,312,041.58	3,345,874.67	2,136,597.09	2,506,091.55	3,029,857.60	2,986,557.46

Tax accruals	102,000.00	102,000.00	133,500.00	144,000.00	199,686.31	175,248.84	138,000.00	188,095.17	212,000.00
Operating income	3,161,226.58	2,930,316.85	3,049,514.77	3,168,041.58	3,146,188.36	1,961,348.75	2,373,091.55	2,841,762.43	2,774,557.46
Other income relating to operation									
Hire of equipment—Cr	212,137.28	291,355.48	192,855.94	229,175.97	358,979.89	609,455.57	239,532.71	311,210.96	570,635.14
Joint facilities—Cr	6,102.99	6,602.85	14,803.79	36,028.76	−66,452.83	77,417.38	91,222.30	129,269.27	142,182.25
Miscellaneous rents—Cr.									
Total	3,379,466.85	3,228,775.18	3,257,174.50	3,433,246.31	3,571,621.08	2,648,221.70	2,703,846.56	3,282,242.66	3,487,374.85
Deductions from income relating to operation									
Hire of equipment—Dr	434,567.36	363,230.55	446,848.51	476,147.19	456,570.72	267,085.75	259,714.25	289,852.07	284,176.45
Joint facilities—Dr						16,009.00	16,853.00	18,306.67	16,510.15
Miscellaneous rents—Dr	434,567.36	363,230.55	446,848.51	476,147.19	456,570.72	283,094.75	276,567.25	308,158.74	300,686.60
Total	2,944,899.49	2,865,544.63	2,810,325.99	2,957,099.12	3,115,050.36	2,365,126.95	2,427,279.31	2,974,083.92	3,186,688.25
Net operating income	10.60	9.66	8.99	9.14	9.01	6.30	6.37	7.39	7.78
Per cent on property investment	648,232.72	353,437.05	143,345.00	32,888.62	72,375.24	139,229.07	106,057.96	111,899.96	127,700.20
Other income	3,593,132.21	3,218,981.68	2,953,670.99	2,989,987.74	3,187,425.60	2,504,356.02	2,533,337.27	3,085,983.88	3,314,388.45
Total income									
Other deductions	352,500.00	352,500.00	352,500.00	358,500.00	364,500.00	364,500.00	364,500.00	368,921.67	373,500.00
Lease of roads	724,049.15	785,326.76	813,120.91	800,289.16	916,213.31	1,103,664.02	1,126,415.00	1,189,688.75	1,231,611.40
Interest deductions	177,003.64	340,280.24	379,768.49	415,791.89	473,012.39				2,990.75
Miscellaneous other deductions	1,253,552.79	1,478,107.00	1,545,389.40	1,574,581.05	1,753,725.70	1,468,164.02	1,490,915.00	1,558,610.42	1,608,102.15
Total	2,339,579.42	1,740,874.68	1,408,281.59	1,415,406.69	1,433,699.90	1,036,192.00	1,042,422.27	1,527,373.46	1,706,286.30
Net corporate income for the year	16.36	11.61	8.54	8.58	8.69	6.28	6.32	9.26	10.34
Per cent on capital stock outstanding									
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	1,363,348.74	2,121,269.90	2,005,085.45	2,199,251.63	2,325,754.16	1,505,236.63	1,826,833.39	2,177,353.56	2,622,310.80
Net corporate income for the year	2,339,579.42	1,740,874.68	1,408,281.59	1,415,406.69	1,433,699.90	1,036,192.00	1,042,422.27	1,527,373.46	1,706,286.30
Miscellaneous profit and loss items—net	75.90	D 4,929.81	2,171.98	1,984.46	D 1,059,434.82	183,607.61	100,581.56	25,280.32	D 30,212.67
Total surplus	3,703,004.06	3,857,214.77	3,415,539.02	3,616,642.78	2,700,019.24	2,725,036.24	2,969,837.22	3,730,007.34	4,298,384.43
Dividends declared	673.000.00	858,000.00	900,000.00	990,000.00	990,000.00	885,000.00	780,000.00	780,000.00	832,500.00
Per cent on capital stock outstanding	4.71	5.72	5.45	6.00	6.00	5.36	4.73	4.73	5.05
Additions, betterments, and permanent improvements appropriations	908,734.16	994,129.32	316,287.39	300,888.62	204,782.61			315,000.00	371,500.00
Sinking and special reserve funds appropriations						13,202.85	12,483.66	12,696.54	10,069.42
Total surplus appropriated	1,581,734.16	1,852,129.32	1,216,287.39	1,290,888.62	1,194,782.61	898,202.85	792,483.66	1,107,696.54	1,214,069.42
Unappropriated surplus carried over to the following year	2,121,269.90	2,005,085.45	2,199,251.63	2,325,754.16	1,505,236.63	1,826,833.39	2,177,353.56	2,622,310.80	3,084,315.01

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to ~~which is covered~~ in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No, 1—Continued.

Buffalo, Rochester & Pittsburgh Ry. Co.

PROPERTY INVESTMENT AND INCOME ACCOUNT.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	443.50	447.59	417.02	442.38	6.08	429 70	3.21	0.75	1.67
2. Owned—miles of all main tracks	554.63	558.72	487.25	543.89	11.62	515.57	7.58	2.18	2.93
3. Owned—miles of all tracks	874.41	892.23	726.81	843.69	16.08	785.25	11.35	3 96	6.08
4. Operated—miles of first main track	569.82	576.46	529.19	568.99	7.52	549.09	3.78	.52	1.69
5. Operated—miles of all main tracks	762.24	771.35	678.13	754.11	11.20	716.12	6.44	1.49	2.70
6. Operated—miles of all tracks	1,082.10	1,104.94	917.69	1,051.88	14.62	984.78	9.88	3.12	5.30
B—TOTAL CAPITAL OBLIGATIONS	$41,815,000.00	$42,570,000.00	$31,693,800.00	$40,424,600.00	27.55	$36,059,200.00	15.96	1.00	2.83
Per mile owned—first main track	94,284.10	95,109.36	76,000.67	91,379.81	20.24	83,917.15	12.35	.26	1.14
Per mile owned—all main tracks	75,392.60	76,192.01	65,046.28	74,324.96	14.26	69,940.45	7.80	D 1.15	D 10
Per mile owned—all tracks	47,820.8.	47,711.91	43,606.72	47,914.04	9.88	45,920.66	4.14	D 2.85	D 3.07
Capital stock	16,500,000.00	16,500,000.00	15,760,000.00	16,500,000.00	4.70	16,130,000.00	2.29	....	....
Increase over previous year	....	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	25,315,000.00	26,070,000.00	15,933,800.00	23,924,600.00	50.15	19,929,200.00	27.03	1.67	4.70
Increase over previous year	748,000.00	755,000.00	1,222,600.00	1,064,000 00	D 12.97	1,143,300.00	D 34.58	D 63.55	D 63.21
Ratio of capital stock to total capital obligations, per cent	39.46	38.76	49.73	40.82	D 8.91	44.73	D 5.27	D .40	D 1.10
C—PROPERTY INVESTMENT (reserve for accrued depreciation deducted)[1]	42,485,876.02	44,296,590.71	31,129,539.15	39,859,953.72	28.05	35,494,746.44	19.70	5.56	10 06
Per mile owned—first main track	95,796.79	98,966.89	74,647.59	90,103.43	20.71	82,603.55	15.97	4.78	8.25
Per mile owned—all main tracks	76,602.20	79,282.27	63,888.23	73,286.79	14.71	68,845.63	11.27	3.31	6.93
Per mile owned—all tracks	48,588.05	49,647.05	42,830.37	47,244.79	10.31	45,201.84	7.49	1 54	3.75
Addition to property investment account	1,522,540.83	1,810,714.69	1,801,964.94	1,582,702.34	D 12.17	1,692,333.64	D 10.03	D 29.65	D 16.33
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	9,564,171.52	10,972,827.66	7,562,920.73	8,470,947.38	12.01	8,016,934.06	19.30	6.82	22.56
Total operating expenses, including outside operations	6,486,024.23	7,698,837.62	4,335,525.84	5,723,497.18	32.01	5,029,511.51	28.96	9.50	29.97
Net operating revenue, including outside operations	3,078,147.29	3,273,990.04	3,227,394.89	2,747,450.20	D 14.87	2,987,422.55	3.04	1.59	8.06
Tax accruals	204,000.00	216,000.00	136,236.26	182,468.70	33.93	159,352.98	28.02	8.46	14.84
Operating income	2,874,147.29	3,057,990.04	3,091,157.63	2,564,981.50	D 17.02	2,828,069.57	1.63	1.14	76.1

Other income relating to operation									
Hire of equipment—Cr	538,883.23	763,047.87	256,900.91	453,943.52	76.70	355,422.22	51.62	73.16	145.19
Joint facilities—Cr	148,579.59	158,198.06	25,998.24	117,734.16	352.85	71,866.20	106.74	14.94	22.38
Miscellaneous rents—Cr	12,655.84	13,572.59		2,531.17		1,265.58	900.00		
Total	3,574,265.95	3,992,807.56	3,374,056.78	3,139,190.35	D 6.96	3,256,623.57	9.75	8.90	21.65
Deductions from income relating to operation									
Hire of equipment—Dr	284,278.76	302,989.55	435,472.86	277,021.46	D 36.39	356,247.16	D 20.20	D 1.92	4.53
Joint facilities—Dr	16,737.75	17,314.38		16,883.31		8,441.66	98.29	D 8.57	D 5.42
Miscellaneous rents—Dr	301,016.51	320,303.93	435,472.86	293,904.77	D 32.51	364,688.82	D 17.46	D 2.32	3.94
Total	3,273,249.44	3,672,503.63	2,938,583.92	2,845,285.58	D 3.17	2,891,934.75	13.19	10.06	23.48
Net operating income	7.70	8.29	9.44	7.14	D 2.30	8.15	D .45	.31	.90
Per cent on property investment	78,869.16	83,900.21	250,055.73	112,751.27	D 54.91	181,403.50	D 56.52	D 29.52	D 25.02
Other income	3,352,118.60	3,756,403.84	3,188,639.65	2,958,036.84	D 7.23	3,073,338.25	9.07	8.62	21.72
Total income									
Other deductions	373,500.00	373,500.00	356,100.00	368,984.34	3.62	362,542.17	3.02	1.24	1.24
Lease of roads	1,208,314.33	1,255,909.77	807,799.86	1,171,938.70	45.08	989,869.28	22.07	1.57	5.57
Interest deductions			357,171.53	598.15	D 99.83	178,884.74			
Miscellaneous other deductions	1,581,814.33	1,629,409.77	1,521,071.19	1,541,521.19	1.34	1,531,296.19	3.30	1.49	4.54
Total	1,770,304.27	2,126,994.07	1,667,568.46	1,416,515.66	D 15.06	1,542,042.06	14.80	15.91	39.26
Net corporate income for the year	10.73	12.89	10.58	8.58	D 2.00	9.56	1.17	1.47	3.63
Per cent on capital stock outstanding									
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	3,084,315.01	3,622,252.58	2,002,941.97	2,243,209.88	12.00	2,123,075.93	45.28	41.65	66.36
Net corporate income for the year	1,770,304.27	2,126,994.07	1,667,568.46	1,416,515.66	D 15.06	1,542,042.06	14.80	15.91	39.26
Miscellaneous profit and loss items—net	32,197.63	D 109,240.05	D 212,026.46	62,290.89	D 129.38	D 74,867.79	143.01	27.36	D 532.11
Total surplus	4,886,816.91	5,640,006.60	3,458,483.97	3,722,016.43	7.62	3,590,250.20	36.11	21.01	51.21
Dividends declared	885,000.00	990,000.00	882,200.00	832,500.00	D 5.63	857,350.00	3.23	13.46	26.92
Per cent on capital stock outstanding	5.36	6.00	5.60	5.05	D .55	5.32	.04	.63	1.27
Additions, betterments, and permanent improvements appropriations	375,000.00	448,795.68	544,964.42	212,300.00	D 61.04	378,632.21	D .96	19.05	42.47
Sinking and special reserve funds appropriations	4,564.33	1,497.51		10,603.36	100.00	5,301.68	D 13.91	D 64.05	D 88.21
Total surplus appropriated	1,264,564.33	1,440,293.19	1,427,164.42	1,055,403.36	D 26.05	1,241,283.89	1.88	14.16	30.03
Unappropriated surplus carried over to the following year	3,622,252.58	4,199,713.41	2,031,319.55	2,666,613.07	31.27	2,348,966.31	54.21	38.13	60.15

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expenses attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures, expenses year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Buffalo, Rochester & Pittsburgh Rwy. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 12.]

Item.	Year ending June 30.—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$6,090,906.94	$6,090,353.87	$6,809,123.33	$6,305,187.31	$6,928,644.71	$6,338,934.12	$6,001,572.03	$7,562,259.28	$7,748,178.51
Passenger revenue	841,873.41	928,487.85	933,918.00	1,030,150.61	1,017,353.99	939,834.39	887,625.37	936,369.73	1,065,983.42
Mail revenue	37,888.86	37,755.47	38,824.49	46,284.21	46,116.22	45,282.23	46,133.26	49,689.17	50,100.37
Express revenue	38,802.56	40,930.57	39,880.50	37,806.08	41,257.47	40,231.53	40,593.73	49,529.72	52,685.58
Other transportation	10,227.49	33,553.91	29,879.98	39,847.97	38,216.45	41,540.80	95,868.25	137,790.81	143,546.86
Revenue from operations other than transportation	2,617.48	58,018.98	71,638.97	62,703.76	85,852.19	78,204.83	100,104.21	150,478.25	73,907.29
Outside operations						13,674.07	14,514.82	17,064.21	18,868.52
Total operating revenue	7,022,316.74	7,189,100.65	7,923,265.27	7,521,979.94	8,157,941.03	7,497,701.97	7,186,411.67	8,953,181.17	9,153,270.55
Per mile operated—first main track	14,875.27	14,396.62	14,720.69	13,248.28	14,349.44	13,205.06	12,656.81	15,793.79	15,983.50
Per mile operated—all main tracks	11,942.92	11,402.94	11,407.60	10,225.64	10,993.94	10,114.12	9,575.50	11,920.41	11,958.34
Per mile operated—all tracks	8,781.29	8,496.45	8,467.29	7,581.34	8,039.84	7,341.26	6,967.35	8,532.04	8,513.17
B—EXPENSES:									
Maintenance of way and structures	532,743.52	589,411.87	676,197.53	683,158.07	775,929.35	951,200.68	769,037.39	1,220,190.46	1,148,663.46
Per mile operated—first main track	1,128.50	1,180.33	1,256.31	1,203.23	1,364.82	1,675.27	1,354.44	2,152.47	2,005.80
Per mile operated—all main tracks	906.04	934.89	973.56	928.71	1,045.67	1,283.13	1,024.70	1,624.58	1,500.68
Per mile operated—all tracks	666.19	696.59	722.63	688.54	764.70	931.35	745.60	1,162.79	1,068.34
Ratio to total operating revenue	7.59	8.20	8.54	9.08	9.51	12.68	10.70	13.63	12.55
Ratio to total operating expenses	14.17	14.18	14.27	16.23	16.13	17.74	16.43	20.60	18.62
Maintenance of equipment	988,523.97	1,134,748.26	1,314,406.81	1,099,368.16	1,279,985.73	1,721,845.03	1,539,190.93	1,857,016.59	1,767,456.36
Ratio to total operating revenue	14.07	15.78	16.59	14.62	15.69	22.96	21.40	20.74	19.31
Ratio to total operating expenses	26.30	27.30	27.73	26.11	26.60	32.12	32.87	31.35	28.66
Traffic expenses						95,768.65	101,258.68	120,168.82	131,403.06
Ratio to total operating revenue						1.28	1.41	1.34	1.44
Ratio to total operating expenses						1.79	2.16	2.03	2.13
Transportation expenses	2,034,811.82	2,264,119.41	2,579,927.87	2,257,518.51	2,551,974.75	2,424,529.30	2,095,212.30	2,551,197.46	2,933,141.80
Ratio to total operating revenue	29.69	31.49	32.56	30.01	31.28	32.34	29.16	28.50	32.04
Ratio to total operating expenses	55.46	54.48	54.42	53.62	53.03	45.22	44.77	43.07	47.57
General expenses	153,010.85	168,004.26	169,718.29	169,893.62	204,176.53	157,316.05	161,471.63	155,331.60	165,190.84
Ratio to total operating revenue	2.18	2.34	2.14	2.26	2.51	2.10	2.25	1.73	1.80
Ratio to total operating expenses	4.07	4.04	3.58	4.04	4.24	2.93	3.45	2.62	2.68
Outside operations						10,445.17	15,149.19	19,418.64	20,857.57

Total operating expenses	3,759,090.16	4,156,283.80	4,740,250.50	4,209,938.36	4,812,066.36	5,361,104.88	4,680,820.12	5,923,323.57	6,166,713.09
Ratio to total operating revenue	53.53	57.81	59.83	55.97	58.99	71.50	65.13	66.16	67.37
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES	102,000.00	102,000.00	133,500.00	144,000.00	199,686.31	175,248.34	133,000.00	188,095.17	212,000.00
Per mile owned—first main track	274.39	255.63	310.03	325.87	451.92	397.27	301.50	427.28	475.41
Per mile owned—all main tracks	246.78	223.79	264.20	272.68	374.12	335.24	245.29	346.53	380.57
Per mile owned—all tracks	163.19	151.91	178.84	183.52	247.62	215.55	161.57	223.64	244.57
Ratio to total operating revenue	1.45	1.42	1.68	1.91	2.45	2.34	1.85	2.10	2.32
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives						634,036.07	506,164.75	570,577.01	601,294.76
Cost per 100 pounds tractive power						6.83	5.46	5.84	6.36
Average cost per locomotive						2,113.45	1,692.86	1,834.65	2,045.22
Passenger-train cars						56,458.93	47,730.27	51,664.40	49,322.95
Average cost per passenger car						570.29	472.58	506.51	474.26
Freight-train cars						927,865.59	884,554.16	1,111,427.87	746,992.78
Average cost per freight car						60.02	57.77	68.01	47.44
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	403,072.07	419,088.60	430,276.04	418,120.92	427,720.42	492,436.07	452,352.73	487,017.39	467,023.00
Cost per 100 pounds tractive power	6.23	6.09	5.91	5.32	4.80	5.30	4.88	4.98	4.94
Average cost per locomotive	1,744.90	1,724.64	1,728.02	1,566.00	1,474.90	1,641.45	1,512.89	1,565.97	1,588.51
Passenger-train cars	46,688.46	41,729.52	44,649.72	57,695.15	57,367.29	38,821.29	36,597.27	40,356.73	37,128.08
Average cost per passenger car	583.61	485.23	501.68	565.64	562.42	392.13	362.35	395.65	357.00
Freight-train cars	359,799.98	480,383.32	437,852.62	427,672.73	494,839.10	614,428.80	709,114.13	765,174.44	686,239.84
Average cost per freight car	31.66	39.31	34.35	33.68	36.63	39.75	46.31	46.82	43.58
F—STATISTICS:									
Number of passengers carried 1 mile	40,048,853	45,208,614	45,389,534	50,531,990	52,713,827	50,680,253	44,914,997	47,802,085	51,751,214
Average rate per passenger per mile	02.102	02.054	02.058	02.039	01.931	01.854	01.976	02.063	02.060
Number of tons of revenue freight carried 1 mile	1,146,769,406	1,126,374,754	1,336,062,752	1,241,878,000	1,391,602,709	1,296,618,957	1,244,946,097	1,572,897,173	1,590,341,454
Average rate per ton per mile	.00531	.00541	.00510	.00508	.00493	.00489	.00482	.00481	.00487
Average revenue tons per car per mile	26.36	27.26	28.90	28.27	29.66	30.99	31.28	32.16	32.68
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	441.46	439.03	507.25	524.71	542.59	530.27	597.14	637.56	634.69

SHRIVER EXHIBIT No. 1—Continued.

Buffalo, Rochester & Pittsburgh Rwy. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912, compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912, compared with 10-year average.	Increase or decrease 1912, compared with 1910.	Increase or decrease 1913, compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$8,174,728.45	$9,411,878.65	$6,444,843.23	$7,165,134.48	11.18	$6,804,988.86	20.13	8.10	24.46
Passenger revenue	1,058,260.42	1,127,612.12	950,456.77	987,614.67	3.91	969,035.72	9.21	7.29	14.32
Mail revenue	50,247.21	50,368.92	41,373.85	48,290.45	16.72	44,832.15	12.08	1.12	1.37
Express revenue	82,558.39	92,013.93	39,735.44	53,119.79	33.68	46,427.61	77.82	66.68	85.78
Other transportation revenue	132,940.38	151,308.27	30,345.16	110,337.42	263.61	70,341.29	88.99	D 3.52	9.81
Revenue from operations other than transportation	43,632.93	114,064.17	56,166.28	89,265.50	58.93	72,715.89	D 40.00	D 71.00	D 24.20
Outside operations	21,803.74	25,581.60	....	17,185.07	100.00	8,592.53	153.75	27.77	49.91
Total operating revenue	9,564,171.52	10,972,827.66	7,562,920.73	8,470,947.38	12.01	8,016,934.05	19.30	6.82	22.56
Per mile operated—first main track	16,784.55	19,034.84	14,291.50	14,887.69	4.17	14,000.40	14.96	6.27	20.52
Per mile operated—all main tracks	12,547.45	14,225.48	11,152.61	11,233.04	.72	11,194.96	12.08	5.26	19.34
Per mile operated—all tracks	8,838.53	9,930.70	8,241.26	8,053.15	D 2.28	8,140.84	8.57	3.59	16.39
B—EXPENSES:									
Maintenance of way and structures	1,195,262.96	1,557,963.28	651,488.07	1,056,870.99	62.22	854,179.53	39.93	D 2.04	27.68
Per mile operated—first main track	2,097.61	2,702.64	1,231.10	1,857.45	50.88	1,555.63	34.84	D 2.55	25.56
Per mile operated—all main tracks	1,568.09	2,019.78	960.71	1,401.48	45.88	1,192.79	31.46	D 3.48	24.33
Per mile operated—all tracks	1,104.58	1,410.00	709.92	1,004.74	41.53	867.38	27.35	D 5.01	29.86
Ratio to total operating revenue	12.50	14.20	8.61	12.48	3.87	10.65	1.85	D 1.13	.57
Ratio to total operating expenses	18.43	20.24	15.03	18.47	3.44	16.98	1.45	D 2.17	D .36
Maintenance of equipment	1,807,076.51	2,161,210.43	1,163,406.59	1,738,317.08	49.41	1,450,861.84	24.55	D 2.69	16.38
Ratio to total operating revenue	18.89	19.70	15.38	20.52	5.14	18.10	.79	D 1.85	D 1.04
Ratio to total operating expenses	27.86	28.07	26.83	30.37	3.54	28.85	D .99	D 3.49	D 3.28
Traffic expenses	120,108.16	141,659.31	....	113,741.48	100.00	56,870.74	111.19	D .05	17.88
Ratio to total operating revenue	1.26	1.29	....	1.34	1.34	.71	.55	D .08	D .05
Ratio to total operating expenses	1.85	1.84	....	1.99	1.99	1.13	.72	D .18	D .19
Transportation expenses	3,137,299.76	3,580,617.38	2,347,670.47	2,628,276.12	11.95	2,487,973.30	26.09	22.97	40.35
Ratio to total operating revenue	32.80	32.63	31.04	31.03	D .01	31.04	1.76	4.30	4.13
Ratio to total operating expenses	48.37	46.51	54.15	45.92	D 8.23	49.46	D 1.09	5.30	3.44
General expenses	204,481.18	224,440.88	172,960.71	168,758.26	D 2.43	170,859.48	19.68	31.64	44.49
Ratio to total operating revenue	2.14	2.04	2.29	1.99	D .30	2.13	.01	.41	.31
Ratio to total operating expenses	3.15	2.91	3.99	2.95	D 1.04	3.40	D .25	.53	.29
Outside operations	21,795.66	32,946.34	....	17,533.25	100.00	8,766.62	148.61	12.24	69.67
Total operating expenses	6,486,024.23	7,698,837.62	4,335,525.84	5,723,497.18	32.01	5,029,511.51	28.96	9.50	29.97
Ratio to total operating revenue	67.82	70.16	57.32	67.57	10.25	62.74	5.08	1.66	4.00
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—TAXES	204,000.00	216,000.00	136,237.26	182,468.70	33.93	159,352.97	28.02	8.46	14.84
Per mile owned—first main track	450.98	482.58	326.69	412.47	26.26	370.85	24.03	7.65	12.94
Per mile owned—all main tracks	367.81	386.60	279.60	335.49	19.99	309.08	19.00	6.14	11.56
Per mile owned—all tracks	233.30	242.09	187.45	210.27	15.37	202.93	14.97	4.32	8.25
Ratio to total operating revenue	2.13	1.97	1.80	2.15	.35	1.99	.14	.03	D .13
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	607,098.97	669,423.47		583,834.31				6.40	17.32
Cost per 100 pounds tractive power	6.31	6.74		6.16				8.05	15.41
Average cost per locomotive	2,003.44	2,292.55		1,962.62				14.11	24.96
Passenger-train cars	64,743.83	64,179.10		53,984.08				25.32	24.22
Average cost per passenger car	616.61	534.83		529.25				21.74	5.59
Freight-train cars	994,172.25	1,250,595.46		933,002.53				D 10.55	12.52
Average cost per freight car	59.42	72.36		58.61				D 12.63	6.40
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	481,929.89	569,181.35	419,655.61	475,151.82	13.46	447,903.71	7.60	D 1.04	16.87
Cost per 100 pounds tractive power	5.01	5.73	5.61	5.02	D 10.52	5.28	D 5.11	.60	15.06
Average cost per locomotive	1,661.83	1,949.25	1,639.28	1,592.48	D 2.86	1,616.98	2.77	6.12	24.48
Passenger-train cars	51,811.91	49,834.18	49,626.03	40,943.05	D 17.50	45,284.54	14.41	28.38	23.48
Average cost per passenger car	493.45	415.28	539.41	401.40	D 25.59	466.85	5.70	24.72	4.96
Freight-train cars	665,797.88	908,637.39	440,109.55	688,151.02	56.35	564,130.28	18.02	D 12.99	18.75
Average cost per freight car	39.79	52.57	35.19	43.23	22.85	39,69	.25	D 15.01	12.28
F—STATISTICS:									
Number of passengers carried 1 mile	51,101,188	54,573,203	46,778,564	49,249,949	5.28	48,014,256	6.43	6.90	14.16
Average rate per passenger per mile	02.071	02.066	02.032	02.005	D 1.33	02.018	2.63	.39	.15
Number of tons of revenue freight carried 1 mile	1,704,307,001	2,040,358,520	1,248,537,524	1,481,822,130	18.66	1,365,179,830	24.83	8.35	29.72
Average rate per ton per mile	.00480	.00461	.00516	.00484	D 6.20	.00498	D 3.61	D .21	D 4.16
Average revenue tons per car per mile	33.17	34.61	28.14	32.13	14.18	30.17	9.94	3.14	7.62
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	647.41	710.04	490.56	610.54	24.46	549.12	17.90	1.54	11.37

Shriver Exhibit No. 1—Continued.

Central New England Ry. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 13.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Mileage:									
1. Owned—miles of first main track	193.96	193.96	182.92	252.80	287.79	289.28	289.28	273.38	271.63
2. Owned—miles of all main tracks	198.56	198.56	186.52	256.40	291.39	296.52	303.07	290.87	296.33
3. Owned—miles of all tracks	237 72	239.22	233.65	320.70	362.73	367.43	376.13	373.60	384.91
4. Operated—miles of first main track	193.96	193.96	182.92	252.80	289.44	290.93	290.93	275.03	273.28
5. Operated—miles of all main tracks	198.56	198.56	186.52	256.40	293.04	278.17	304.72	292.52	297.98
6. Operated—miles of all tracks	237.72	239.22	233.65	320.70	375.36	380.06	388.76	385.08	396.73
B—Total capital obligations	$17,172,800.00	$17,337,800.00	$17,437,800.00	$20,108,300.00	$22,206,000.00	$22,896,300.00	$22,937,992.50	$23,833,888.96	$24,662,270.33
Per mile owned—first main track	88,537.84	89,388.53	95,330.19	79,542.32	77,160.42	79,149.27	79,293.39	87,182.27	90,793.62
Per mile owned—all main tracks	86,486.70	87,317.68	93,490.24	78,425.50	76,207.15	77,216.71	75,685.46	81,940.00	83,225.70
Per mile owned—all tracks	72,239.60	72,476.38	74,632.14	62,701.27	61,219.08	62,314.72	60,984.21	63,795.21	64,072.82
Capital stock	8,222,800.00	7,927,800.00	7,927,800.00	9,027,800.00	9,875,500.00	9,875,800.00	9,875,800.00	9,877,000.00	11,517,000.00
Increase over previous year	200.00	D 295,000.00	....	1,100,000.00	847,700.00	300.00	....	1,200.00	1,640,000.00
Funded debt, including notes issued for capital obligations	8,950,000.00	9,410,000.00	9,510,000.00	11,080,500.00	12,330,500.00	13,020,500.00	13,062,192.50	13,956,888.96	13,145,270.33
Increase over previous year	....	460,000.00	100,000.00	1,570,500.00	1,250,000.00	690,000.00	41,692.50	894,696.46	D 811,618.63
Ratio of capital stock to total capital obligations, per cent	.4788	.4573	.4546	.4490	.4447	.4313	.4305	.4144	.4670
C—Property investment [1]	17,969,137.02	18,005,327.67	18,062,698.00	20,707,447.43	21,378,550.93	21,975,380.75	22,167,116.80	22,675,301.75	23,260,046.63
Per mile owned—first main track	92,643.52	92,830.11	98,866.71	81,912.37	74,285.25	75,965.78	76,628.58	82,944.26	85,631.61
Per mile owned—all main tracks	90,497.27	90,679.53	96,840.54	80,762.28	73,367.48	74,110.96	73,141.90	77,956.83	78,493.73
Per mile owned—all tracks	75,593.29	75,266.82	77,306.65	64,569.53	58,937.92	59,808.35	58,934.72	60,694.30	60,429.83
Additions to property investment account	35,283.19	36,190.65	57,370.33	2,644,749.43	671,103.50	596,829.82	191,736.05	508,184.95	584,744.88
D—Income account: [2]									
Total operating revenue, including outside operations	655,536.89	847,751.07	973,422.91	1,670,284.75	2,143,280.07	2,108,786.96	2,530,213.49	3,022,720.19	3,218,255.01
Total operating expenses, including outside operations	494,924.56	644,487.31	851,232.43	1,401,058.41	2,402,107.81	1,656,407.42	1,599,183.42	1,733,232.66	1,898,715.12
Net operating revenue, including outside operations	160,612.33	203,263.76	122,190.48	269,226.34	D 258,827.74	452,379.54	931,030.07	1,289,487.53	1,319,539.89
Tax accruals	19,721.57	21,265.58	19,558.02	18,271.53	23,114.37	67,748.91	77,016.95	104,875.02	162,169.37

Operating income	140,890.76	181,998.18	102,632.46	250,954.81	D 281,942.11	384,630.63	854,073.12	1,184,612.51	1,157,370.52
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr						4,749.37	12,800.62	13,007.54	15,492.84
Miscellaneous rents—Cr	7,566.17	7,066.70	6,016.52	9,165.06	10,086.47	16,647.00			13,522.84
Total	148,450.93	189,064.88	108,648.98	260,119.87	D 271,855.64	406,027.00	866,813.74	1,197,620.05	1,186,386.20
Deductions from income relating to operation									
Hire of equipment—Dr	10,358.96	38,518.33	55,743.92	70,565.72	149,749.50	160,363.28	95,669.20	104,973.04	130,885.77
Joint facilities—Dr	16,966.72	25,868.12	46,658.95	36,916.67	32,556.06	15,607.11	26,432.90	19,150.65	19,508.41
Miscellaneous rents—Dr						949.00	571.81	518.00	535.90
Total	27,325.68	64,386.45	102,402.87	107,482.39	182,305.65	176,919.39	122,673.91	124,641.69	150,930.08
Net operating income	121,131.25	124,678.43	6,246.11	152,637.48	D 454,161.29	229,107.61	744,139.83	1,072,978.30	1,035,456.12
Per cent on property investment	.0067	.0069	.0003	.0074	.0212	.0104	.0335	.0473	.0445
Other income		489.62	54,710.22	25,512.02	18,581.00	9,701.26	11,248.31	17,378.73	5,098.76
Total income	121,131.25	125,168.05	60,956.33	178,149.50	D 435,580.29	238,808.87	755,388.14	1,090,357.08	1,040,554.88
Other deductions									
Lease of roads	74,177.61	73,088.50	63,404.17	78,897.35	82,119.47	32,500.00	32,500.00	32,500.00	32,500.00
Interest deductions	32,850.00	41,837.51	57,563.52	65,250.00	103,360.96	177,500.54	576,307.01	616,422.52	614,229.55
Miscellaneous other deductions	20.00								
Total	107,047.61	117,926.01	120,967.69	144,147.35	185,480.43	210,000.54	608,807.04	648,922.52	646,729.55
Net corporate income for the year	14,083.64	7,242.04	D 60,011.36	34,002.15	D 621,060.72	28,808.33	146,581.10	441,434.56	393,825.33
Per cent on capital stock outstanding	.0017	.0009	D .0076	.0038	D .0629	.0029	.0148	.0447	.0342
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	60,134.90	45,826.99	40,301.90	D 227,420.98	D 286,239.94	D 1,404,098.24	D 1,445,392.47	D 1,318,953.07	D 1,112,462.55
Net corporate income for the year	14,083.64	7,242.04	D 60,011.36	34,002.15	D 621,260.72	28,808.33	146,581.10	441,434.56	393,825.33
Miscellaneous profit and loss items—net	D 1,937.55	13,697.54	D 181,231.52	D 66,341.11	D 470,289.58	D 43,580.06	6,374.30	D 208,390.04	D 90,561.36
Total surplus	72,280.99	66,766.57	D 200,940.98	D 259,759.94	D 1,377,590.24	D 1,418,869.97	D 1,292,437.07	D 1,085,908.55	D 809,198.58
Dividends declared	26,454.00	26,464.67	26,480.00	26,480.00	26,508.00	26,522.50	26,516.00	26,554.00	37,473.33
Per cent on capital stock outstanding	.0032	.0033	.0033	.0029	.0027	.0027	.0027	.0027	.0033
Additions, betterments and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	45,826.99	40,301.90	D 227,420.98	D 286,239.94	D 1,404,098.24	D 1,445,392.47	D 1,318,953.07	D 1,112,462.55	D 846,671.91

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which **is covered** in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Central New England Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	271.78	271.78	222.28	279.07	25.54	255.68	06.30	D 00.50	D 00.59
2. Owned—miles of all main tracks	299.18	309.98	226.28	297.10	31.33	261.74	14.30	02.86	06.57
3. Owned—miles of all tracks	388.81	403.89	278.80	378.18	35.64	328.49	18.36	04.07	08.11
4. Operated—miles of first main track	273.43	273.43	222.61	280.72	26.10	251.66	8.65	D 00.58	D 00.58
5. Operated—miles of all main tracks	300.83	311.63	226.62	298.84	31.86	262.73	14.50	02.84	06.54
6. Operated—miles of all tracks	400.63	415.46	281.31	390.25	38.72	335.78	19.31	04.04	07.89
B—TOTAL CAPITAL OBLIGATIONS	$25,353,781.71	$25,553,781.71	$18,852,540.00	$23,936,847.10	26.97	$21,394,693.55	18.51	06.38	07.22
Per mile owned—first main track	93,287.88	94,023.77	84,814.37	85,773.63	01.13	83,677.62	11.84	07.00	07.85
Per mile owned—all main tracks	84,744.24	82,436.87	83,315.09	80,543.92	D 03.33	81,740 25	03.68	34.22	00.61
Per mile owned—all tracks	65,208.67	63,269.16	67,620.30	63,294.85	D 06.40	65,130.43	00.12	22.15	D 00.82
Capital stock	11,517,000.00	11,517,000.00	8,596,340.00	10,532,520.00	22.52	9,564,430.00	20.41	16.60	16.60
Increase over previous year			330,580.00	328,300.00	D 00.69	329,440.00	D 100.00	D 100.00	D 100.00
Funded debt, including notes issued for capital obligations	13,836,781.71	14,036,781.71	10,256,200.00	13,404,326.70	30.69	11,830,263.35	16.97	D 00.86	00.57
Increase over previous year	691,511.38	200,000.00	676,100.00	301,256.34	D 55.44	488,678.17	41.51	D 22.68	D 77.65
Ratio of capital stock to total capital obligations, per cent	.4542	.4507	.4569	.4400	D .0370	.4470	01.61	09.60	08.76
C—PROPERTY INVESTMENT[1]	23,440,408.59	25,846,506.98	19,244,632.21	22,703,650.90	17.97	20,974,141.56	11.76	03.37	13.99
Per mile owned—first main track	86,247.73	95,100.84	86,578.33	81,354.68	D 06.03	82,032.78	05.14	03.98	14.66
Per mile owned—all main tracks	78,348.85	83,381.20	85,047.87	76,394.40	D 01.17	80,133.50	D 02.22	00.50	06.96
Per mile owned—all tracks	60,287.56	63,993.92	69,026.66	60,033.98	D 13.03	63,850.16	D 05.58	D 00.67	05.44
Additions to property investment account	180,361.96	2,406,098.39	688,939.42	412,371.53	D 40.14	550,655.47	D 67.25	D 64.51	373.47
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	3,468,625.81	3,708,970.99	1,258,055.14	2,869,720.29	128.11	2,063,887.72	68.06	14.75	22.73
Total operating expenses, including outside operations	1,766,843.86	1,965,243.18	1,158,762.10	1,730,876.50	33.05	1,444,819.30	22.29	01.94	13.39
Net operating revenue, including outside operations	1,701,781.95	1,743,727.81	99,293.04	1,138,843.79	1046.95	619,068.42	174.89	31.97	35.23
Tax accruals	117,738.27	124,513.61	20,386.21	105,909.72	419.52	63,147.96	86.45	12.27	18.72
Operating income	1,584,043.68	1,619,214.20	78,906.83	1,032,934.09	1209.05	555,920.46	184.94	33.72	36.69
Other income relating to operation									

Hire of equipment—Cr									
Joint facilities—Cr	19,385.27	19,819.17		13,087.13	100.00	6,543.56	196.25	49.03	52.37
Miscellaneous rents—Cr	8,755.98	7,782.30	7,980.18	7,785.16	D 02.44	7,882.67	11.08	100.00	100.00
Total	1,612,184.93	1,646,815.67	86,887.01	1,053,806.39	1,112.85	570,346.60	182.67	34.62	38.34
Deductions from income relating to operation									
Hire of equipment—Dr	175,910.06	114,684.60	64,987.30	133,560.27	105.52	99,273.79	77.19	67.58	09.27
Joint facilities—Dr	14,341.15	14,489.68	31,793.30	19,008.04	D 40.21	25,400.62	D 43.54	D 25.11	D 24.34
Miscellaneous rents—Dr	153.00	277,00		545.54	100.00	272.77	D 43.91	D 70.46	D 46.52
Total	190,404.21	129,451.28	96,780.60	153,113.85	58.21	124,947.22	52.39	52.76	03.86
Net operating income	1,421,780.72	1,517,364.39	D 9,893.59	900,692.50	9,203.80	445,399.47	269.21	32.51	41.42
Per cent on property investment	.0607	.0587	D .0051	.0394	878.43	2.12	186.32	28.33	24.10
Other income	11,182.96	26,648.22	19,858.57	10,922.05	D 45.00	15,390.29	D 27.34	D 35.65	53.34
Total income	1,432,963.68	1,544,012.61	9,964.98	911,614.53	904.82	460,789.76	210.98	31.42	41.61
Other deductions									
Lease of roads	64,152.68	73,489.08	74,337.42	38,830.54	D 47.76	56,583.98	13.38	97.39	12.61
Interest deductions	495,785.73	496,767.17	60,772.39	496,049.08	716.24	278,410.74	78.08	D 19.57	D 19.41
Miscellaneous other deductions			4.00		D 100.00	2.00	D 100.00		
Total	559,938.41	570,256.25	135,113.81	534,879.62	295.87	334,996.72	67.15	D 13.71	D 12.12
Net operating income for the year	873,025.27	973,756.36	D 125,148.83	376,734.90	401.03	125,793.04	594.02	97.77	120.61
Per cent on capital stock outstanding	.0758	.0845	D .0146	.0359	345.21	.0132	474.24	69.57	89.04
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 846,671.91	D 30,844.38	D 73,479.43	D 1,225,515.65	D 156,783	D 649,497.54	D 30.36	358.07	97.66
Net corporate income for the year	873,025.27	973,756.36	D 125,148.83	376,734.98	401.03	125,793.04	594.02	98.00	120.59
Miscellaneous profit and loss items—net	2,142.26		D 141,220.44	D 66,802.99	52.70	D 104,011.71	102.06	101.03	100.00
Total surplus	28,495.62	942,911.98	D 339,848.70	D 915,583.72	D 169.41	D 627,716.21	104.54	102.62	186.83
Dividends declared	59,340.00	59,340.00	26,477.33	35,281.16	33.25	30,879.25	92.17	123.47	123.47
Per cent on capital stock outstanding	.0052	.0052	.0031	.0031	.0968	.0032	62.50	92.59	92.59
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	D 30,844.38	883,571.98	D 366,326.03	D 950,864.88	D 159.54	D 658,595.46	95.32	97.23	179.43

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHIVER EXHIBIT No. 1—Continued.

Central New England Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 14.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$363,180.20	$550,686.18	$685,611.15	$1,292,453.76	$1,727,607.75	$1,629,405.59	$2,052,067.19	$2,520,890.59	$2,694,224.53
Passenger revenue	225,163.70	223,847.30	210,900.27	273,982.70	295,236.59	331,320.49	328,199.49	337,955.81	349,958.64
Mail revenue	9,854.61	10,214.99	10,082.03	14,164.76	14,542.33	16,025.95	16,121.43	15,339.48	15,330.48
Express revenue	23,896.20	27,309.40	23,749.64	29,441.77	27,997.38	29,166.20	29,448.96	30,116.30	30,258.99
Other transportation revenue	33,442.18	35,693.20	43,079.82	60,241.76	77,896.02	93,702.98	96,151.15	106,549.02	111,032.90
Revenue from operations other than transportation	....	....	....	....	....	9,165.75	8,225.27	11,868.99	17,449.47
Total operating revenue	655,536.89	847,751.07	973,422.91	1,670,284.75	2,143,280.07	2,108,786.96	2,530,213.49	3,022,720.19	3,218,255.01
Per mile operated—first main track	3,379.75	4,370.75	5,313.00	6,607.14	7,404.92	7,248.43	8,696.98	10,990.52	11,776.40
Per mile operated—all main tracks	3,301.45	4,269.50	5,114.40	6,514.37	7,313.95	7,072.43	8,303.40	10,333.38	10,800.24
Per mile operated—all tracks	2,757.60	3,543.81	4,099.31	5,208.25	5,709.93	5,548.56	6,508.42	7,849.59	8,111.95
B—EXPENSES:									
Maintenance of way and structures	142,238.95	181,435.49	249,853.82	537,470.26	1,331,850.08	467,740.74	430,871.97	510,912.08	609,654.99
Per mile operated—first main track	733.34	935.43	1,338.05	2,126.07	4,601.47	1,607.74	1,481.01	1,857.65	2,230.88
Per mile operated—all main tracks	716.35	913.76	1,312.71	2,096.22	4,544.94	1,568.70	1,413.99	1,764.58	2,045.97
Per mile operated—all tracks	598.34	758.45	1,052.19	1,675.93	3,548.19	1,230.00	1,108.32	1,326.76	1,536.70
Ratio to total operating revenue	.217	.214	.2567	.3218	.6214	.2218	.1702	.169	.1894
Ratio to total operating expenses	.2874	.2815	.2935	.3836	.5545	.2824	.2694	.2948	.3211
Maintenance of equipment	74,440.92	95,497.24	141,005.49	188,912.07	211,632.82	248,500.42	250,466.52	268,929.41	272,444.86
Ratio to total operating revenue	.1136	.1126	.1449	.1113	.0987	.1178	.099	.089	.0847
Ratio to total operating expenses	.1504	.1482	.1656	.1348	.0881	.150	.1566	.1552	.1435
Traffic expenses	....	....	....	....	....	18,191.26	24,544.67	20,973.77	20,681.07
Ratio to total operating revenue	....	....	....	....	....	.0086	.0097	.0069	.0064
Ratio to total operating expenses	....	....	....	....	....	.011	.0153	.0121	.0108
Transportation expenses	246,654.66	331,924.53	431,143.81	637,126.31	814,908.36	884,500.40	857,566.65	893,718.02	939,430.17
Ratio to total operating revenue	.3763	.3915	.4429	.3814	.3802	.4194	.3389	.2956	.2919
Ratio to total operating expenses	.4984	.5150	.5065	.4547	.3392	.534	.5363	.5156	.5793
General expenses	31,590.03	35,630.05	29,329.31	37,549.77	43,716.55	37,474.60	35,733.61	38,699.38	56,504.03
Ratio to total operating revenue	.0482	.042	.03	.0225	.0204	.0207	.0141	.0128	.0176
Ratio to total operating expenses	.0638	.0553	.0313	.0268	.0182	.0226	.0220	.0223	.0298
Total operating expenses	494,924.56	644,487.31	851,232.43	1,401,058.41	2,402,107.81	1,656,407.42	1,599,183.42	1,732,232.66	1,898,715.12
Ratio to total operating revenue	.755	.7956	.8745	.8388	1.1208	.7855	.632	.5734	.590
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—TAXES	19,721.57	21,265.58	19,558.02	18,271.53	23,114.37	67,748.91	77,016.95	104,875.02	162,169.87
Per mile owned—first main track	101.67	109.64	104.74	72.28	79.86	232.87	264.73	381.32	593.42
Per mile owned—all main tracks	99.32	107.10	102.76	71.26	78.88	227.22	252.75	358.52	544.23
Per mile owned—all tracks	82.96	88.90	82.36	56.97	61.53	170.36	198.11	272.35	408.77
Ratio to total operating revenue	.0301	.0251	.0201	.0109	.0085	.0301	.0304	.0346	.0504
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	34,600.68	45,557.76	91,965.95	103,050.67	101,867.87	116,452.78	130,459.13	147,300.48	146,848.62
Cost per 100 pounds tractive power	6.04	7.95	13.47	8.71	7.95	8.49	9.67	10.17	9.01
Average cost per locomotive	1,153.36	1,518.59	2,873.93	1,908.34	1,756.34	1,940.87	2,240.29	2,455.00	2,224.97
Passenger-train cars	8,793.84	10,100.70	9,287.37	9,419.50	23,712.20	16,250.09	18,216.15	15,311.82	12,961.00
Average cost per passenger car	258.64	297.07	281.43	235.48	439.11	331.63	379.50	263.99	223.46
Freight-train cars	19,701.61	26,310.19	22,980.42	52,776.77	54,243.98	55,574.85	53,512.39	56,728.38	56,695.80
Average cost per freight car	59.52	89.19	94.96	135.32	151.52	185.25	207.41	228.74	255.39
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives						111,308.73	130,499.37	147,483.29	146,848.62
Cost per 100 pounds tractive power						8.11	9.67	10.18	9.01
Average cost per locomotive						1,855.14	2,249.99	2,458.05	2,224.98
Passenger-train cars						15,867.04	18,216.15	14,662.75	12,961.00
Average cost per passenger car						323.82	379.50	252.80	223.46
Freight-train cars						54,673.36	51,984.78	56,357.89	56,201.76
Average cost per freight car						182.24	201.49	227.24	253.16
F—STATISTICS:									
Number of passengers carried 1 mile	9,013,556	9,348,769	8,706,513	12,693,236	12,480,521	13,919,615	14,107,115	14,558,281	14,802,327
Average rate per passenger per mile	.02498	.02394	.02422	.02158	.02366	.02380	.02326	.02315	.02364
Number of tons of revenue freight carried 1 mile	29,721,879	48,527,627	17,194,057	112,478,325	138,124,104	128,035,422	178,749,704	207,327,914	229,405,029
Average rate per ton per mile	.01221	.01335	.00977	.01149	.01251	.01278	.01148	.01216	.01174
Average revenue tons per car per mile	13.07	14.84	17.01	16.33	16.85	16.92	19.49	19.78	20.66
Average revenue tons per train per mile	116.40	153.22	183.64	200.95	218.43	218.32	248.36	254.89	271.83

SHRIVER EXHIBIT No. 1—Continued.

Central New England Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$2,957,883.01	$3,166,657.68	$923,907.81	$2,370,894.18	156.62	$1,647,400.99	79.55	17.33	25.62
Passenger revenue	335,266.38	360,203.39	245,826.11	336,540.16	36.90	291,183.14	15.14	D 00.80	06.58
Mail revenue	15,340.20	15,346.48	11,771.74	15,631.50	32.79	13,701.62	11.96	....	....
Express revenue	30,013.17	31,051.86	26,478.88	29,800.72	12.55	28,139.80	06.66	D 00.34	03.11
Other transportation revenue	109,181.16	112,024.39	50,070.60	103,323.43	106.36	76,697.02	42.35	02.47	05.14
Revenue from operations other than transportation	20,941.89	23,686.19	....	13,530.27	100.00	6,765.14	209.56	76.44	99.56
Total operating revenue	3,468,625.81	3,708,970.99	1,258,055.14	2,869,720.26	128.11	2,063,887.71	68.06	14.75	22.70
Per mile operated—first main track	11,769.94	13,564.60	5,651.38	10,222.71	80.89	8,200.77	43.52	07.09	23.42
Per mile operated—all main tracks	11,530.19	11,901.84	5,551.38	9,602.87	72.98	7,855.55	46.78	11.58	15.18
Per mile operated—all tracks	8,657.93	8,927.38	4,472.13	7,353.54	64.45	6,146.54	40.86	10.30	13.73
B—EXPENSES:									
Maintenance of way and structures	500,792.66	558,156.76	488,569.72	503,994.49	03.16	496,282.10	00.91	D 01 98	09.25
Per mile operated—first main track	1,831.52	2,041.31	2,194.73	1,795.36	D 18.20	1,971.96	D 07.12	D 00.14	09.89
Per mile operated—all main tracks	1,664.70	1,791.09	2,155.90	1,686.50	D 21.77	1,888.94	D 11.87	D 05.60	01.50
Per mile operated—all tracks	1,250.01	1,343.46	1,736.76	1,291.46	D 25.64	1,478.00	D 15.43	D 05.78	01.26
Ratio to total operating revenue	.1444	.1505	.3883	.1756	D 54.78	.2404	D 39.93	D 14.56	D 10.95
Ratio to total operating expenses	.2834	.2840	.4216	.2912	D 30.93	.3435	D 17.49	D 03.87	D 03.66
Maintenance of equipment	268,754.21	350,957.67	142,297.71	261,819.08	83.99	202,058.39	33.01	D 00.07	30.50
Ratio to total operating revenue	.0775	.0946	.1131	.0912	D 19.36	.0979	D 20.84	D 12.92	06.29
Ratio of total operating expenses	.1521	.1786	.1228	.1513	23.21	.1302	09.27	D 00.31	15.07
Traffic expenses	14,702.17	14,785.93	....	19,818.59	100.00	9,909.34	48.37	D 29.90	D 29.50
Ratio to total operating revenue	.0042	.0040	....	.0069	100.00	1.0048	12.50	D 39.13	D 42.03
Ratio to total operating expenses	.0083	.0075	....	.0114	100.00	.0069	20.29	D 31.40	D 38.02
Transportation expenses	949,005.98	994,770.60	492,351.53	904,844.25	83.78	698,597.89	35.84	06.19	11.30
Ratio to total operating revenue	.2736	.2682	.3914	.3153	D 19.44	.3385	D 19.17	D 07.44	D 09.27
Ratio to total operating expenses	.5371	.5062	.4249	.5228	23.04	.4835	11.08	04.17	D 01.82
General expenses	33,588.84	46,572.22	35,543.14	40,400.09	13.66	37,971.61	13.05	D 13.21	20.34
Ratio to total operating revenue	.0097	.0126	.0283	.0141	D 50.17	.0184	D 47.28	D 24.22	D 01.56
Ratio to total operating expenses	.019	.0237	.0307	.0233	D 24.10	.0263	D 27.76	D 14.80	06.28
Total operating expenses	1,766,843.86	1,965,243.18	1,158,762.10	1,730,876.50	49.37	1,444,819.30	22.29	01.94	13 39
Ratio to total operating revenue	.5093	.5299	.9211	.6031	D 34.52	.7000	D 27.24	D 06.41	D 07.59
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—TAXES	117,738.27	124,513.61	20,386.21	105,909.70	419.52	63,147.96	86.45	12.27	18.73
Per mile owned—first main track	430.60	458.14	91.71	379.51	313.82	251.91	70.93	12.92	20.15
Per mile owned—all main tracks	391.38	401.68	90.09	356.37	295.57	241.27	62.21	09.28	12.04
Per mile owned—all tracks	293.88	308.28	72.47	280.05	286.44	192.24	52.87	07.91	13.19
Ratio to total operating revenue	.0339	.0336	.0162	.0370	128.40	.0306	10.78	D 02.02	D 02.89
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	145,385.14	218,765.16	75,408.58	137,289.23	82.06	106,348.90	36.71	D 01.30	48.52
Cost per 100 pounds tractive power	9.01	9.21	8.78	9.26	05.47	9.08	D 00.77	D 11.41	D 09.44
Average cost per locomotive	2,236.69	2,734.56	1,839.23	2,214.34	20.39	2,073.08	07.89	D 08.01	11.39
Passenger-train cars	12,107.89	19,857.92	12,262.72	14,969.39	22.07	13,616.05	D 11.08	D 20.92	29.69
Average cost per passenger car	205.21	348.33	314.43	277.21	D 11.84	291.56	D 29.62	D 22.27	31.97
Freight-train cars	61,090.65	84,142.89	35,202.59	56,720.41	61.12	45,961.50	32.92	07.60	41.27
Average cost per freight car	310.10	9.48	108.99	231.51	112.41	161.78	91.68	35.56	D 69.62
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	144,067.64	184,948.32	....	136,039.53	100.00	68,019.77	111.79	D 02.32	25.40
Cost per 100 pounds tractive power	8.93	7.79	....	9.17	100.00	5.81	53.70	D 12.28	D 23.47
Average cost per locomotive	2,216.27	2,311.85	....	2,194.19	100.00	1,325.92	67.14	D 09.84	D 05.95
Passenger-train cars	12,107.89	14,772.68	....	14,762.96	100.00	7,381.48	64.03	D 17.42	D 00.75
Average cost per passenger car	205.21	259.17	....	273.39	100.00	158.06	29.83	D 18.83	02.52
Freight-train cars	59,150.49	63,075.74	....	55,673.65	100.00	27,836.83	112.49	D 04.96	11.91
Average cost per freight car	300.25	52.09	....	227.24	100.00	97.98	206.44	32.13	D 77.08
F—STATISTICS:									
Number of passengers carried 1 mile	14,230,562	15,288,765	10,448,519	14,323,580	37.09	12,386,049	14.89	D 02.25	05.02
Average rate per passenger per mile	.02356	.02356	.02367	.02348	01.14	.02356	....	01.77	01.77
Number of tons of revenue freight carried 1 mile	238,699,783	259,497,608	79,809,198	196,413,570	146.14	138,126,384	72.81	15.13	25.16
Average rate per ton per mile	.01239	.01220	.01147	.01210	05.58	.0118	05.00	01.89	00.33
Average revenue tons per car per mile	20.74	21.82	15.62	19.52	24.97	17.57	18.04	04.85	10.36
Average revenue tons per train per mile	309.43	379.48	174.52	260.54	49.29	217.53	42.25	21.40	48.86

Shriver Exhibit No. 1—Continued.

The Central R. R. Co. of New Jersey.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 15.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Mileage:									
1. Owned—miles of first main track	659.87	660.43	625.52	632.38	632.38	632.38	632.12	635.77	635.77
2. Owned—miles of all main tracks	980.76	984.22	899.88	906.74	906 74	906.74	909.17	960.52	960.78
3. Owned—miles of all tracks	1,474.31	1,496.62	1,371.72	1,403.50	1,434.71	1,449.73	1,462.64	1,580.38	1,614.59
4. Operated—miles of first main track	676.81	677.37	658.55	666.61	666.61	668.11	667.85	669.39	671.91
5. Operated—miles of all main tracks	1,007.36	1,010.82	942.57	950.63	950.63	952.13	954.56	1,003.80	1,006.58
6. Operated—miles of all tracks	1,500.91	1,523.22	1,434.41	1,447.39	1,478.60	1,495.12	1,508.03	1,623.66	1,660.39
B—Total capital obligations	$78,186,800.00	$80,270,400.00	$80,472,400.00	$79,721,400.00	$78,963,400.00	$78,164,400.00	$77,634,400.00	$77,066,400.00	$76,456,400.00
Per mile owned—first main track	118,488.19	121,542.63	128,648.80	126,065.66	124,867.01	123,603.53	122,815.92	121,217.42	120,257.96
Per mile owned—all main tracks	79,720.62	81,557.38	89,425.70	87,920.90	87,084.94	86,203.76	85,390.41	80,234.04	79,577.43
Per mile owned—all tracks	53,032.81	53,634.46	58,665.33	56,801.85	55,037.88	53,916.52	53,078.27	48,764.47	47,353.45
Capital stock	28,715.800.00	28,718,400.00	28,725,400.00	28,731,400.00	28,736,400.00	28,736,400.00	28,736,400.00	28,736,400.00	28,726,400.00
Increase over previous year	1,000.00	2,600.00	7,000.00	6,000.00	5,000.00	....	....	....	D 10,000.00
Funded debt, including notes issued for capital obligations	49,471,000.00	51,552,000.00	51,747,000.00	50,990,000.00	50,227,000.00	49,428,000.00	48,898,000.00	48,330,000.00	47,730,000.00
Increase over previous year	966,000.00	2,081,000.00	195,000.00	D 757,000.00	D 763,000.00	D 799,000.00	D 530,000.00	D 568,000.00	D 600,000.00
Ratio of capital stock to total capital obligations, per cent	36.73	35.78	35.70	36.04	36.39	36.76	37.02	37.29	37.57
C—Property investment:[1]	$61,012,678.70	$65,049,324.23	$67,500,477.77	$70,905,210.75	$76,335,651.48	$78,677,849.39	$78,528,247.57	$81,241,375.84	$82,897,626.64
Per mile owned—first main track	92,461.66	98,495.41	107,910.98	112,124.37	120,711.68	124,415.46	124,229.97	127,784.22	130,389.33
Per mile owned—all main tracks	62,209.59	66,092.26	75,010.53	78,197.95	84,186.92	86,770.02	86,373.56	84,580.62	86,281.59
Per mile owned—all tracks	41,383.89	43,464.16	49,208.64	50,520.28	53,206.33	54,270.69	53,689.39	51,406.23	51,342.83
Additions to property investment account	2,756,780.42	4,036,645.53	2,451,153.54	3,404,732.98	5,430,440.73	2,342,197.91	Dr. 149,601.82	2,713,128.27	1,656,250.80
D—Income account:[2]									
Total operating revenue, including outside operations	$18,440,630.50	$20,761,647.48	$21,705,454.24	$23,132,611.11	$25,640,551.95	$25,587,176.81	$24,520,651.10	$26,586,665.29	$27,626,877.16
Total operating expenses, including outside operations	11,589,223.07	11,861,962.42	11,884,021.54	12,627,261.86	14,084,432.68	15,575,398.24	14,738,192.82	15,808,791.25	16,757,045.78
Net operating revenue, including outside operations	6,861,407.43	8,899,685.06	9,821,432.70	10,505,349.25	11,556,119.27	10,011,778.57	9,782,458.28	10,777,874.04	10,869,831.38
Tax accruals	415,887.26	473,951.00	458,040.50	556,709.97	1,112,557.60	1,065,725.60	1,067,772.08	1,174,924.32	1,161,318.78

Operating income	6,435,520.17	8,425,734.06	9,363,392.20	9,948,639.28	10,443,561.67	8,946,052.97	8,714,686.26	9,602,949.72	9,708,517.65
Other income relating to operation.									
Hire of equipment—Cr.		41,344.00			9,459.44	382,379.50	66,020.64	49,023.63	153,645.87
Joint facilities—Cr.	41,718.07	48,936.46	49,466.06	48,966.91	50,549.58	30,630.07	42,674.37	42,410.00	43,743.70
Miscellaneous rents—Cr.						1,296.20	2,261.52	2,333.97	65,772.68
Total	6,477,238.24	8,516,013.52	9,412,858.26	9,997,606.19	10,503,570.69	9,360,358.74	8,825,642.78	9,696,717.32	9,971,679.90
Deductions from income relating to operation.									
Hire of equipment—Dr.	97,036.80		62,740.70	152,604.68					
Joint facilities—Dr.	62,061.19	71,804 91	78,333.34	80,488.49	92,843.08	66,150.22	43,560.50	45,365.91	102,225.17
Miscellaneous rents—Dr.						36.00	409.51	231.01	323.67
Total	159,097.99	71,804.91	141,124.04	233,093.17	92,843.08	66,186.22	43,970.01	45,596.92	102,548.84
Net operating income	6,318,140.25	8,444,208.61	9,271,734.22	9,764,513.02	10,410,727.61	9,294,172.52	8,781,672.77	9,651,120.40	9,869,131.06
Per cent on property investment	10.36	12.98	13.74	13.77	13.64	11.81	11.18	11.88	11.91
Other income	873,342.03	854,502.81	815,045.87	768,492.85	582,107.73	645,847.54	662,689.84	3,817,910.52	1,634,913.02
Total income	7,191,482.28	9,298,711.42	10,086,780.09	10,533,005.87	11,092,835.34	9,940,020.06	9,444,362.61	13,469,030.92	11,504,044.08
Other deductions.									
Lease of roads	2,212,328.16	2,160,327.67	2,278,767.03	2,133,601.26	2,505,817.11	2,051,953.70	2,226,283.95	1,895,438.45	2,207,017.33
Interest deductions	2,629,398.22	2,594,229.91	2,555,798.71	2,651,523.22	2,819,158.90	2,533,902.31	2,458,560.63	2,395,402.51	2,371,833.32
Miscellaneous other deductions	249,360.00	249,360.00	249,350.00	249,350.00	249,350.00	219,350.00	249,350.00	249,350.00	249,350.00
Total	5,091,076.38	5,003,907.58	5,083,015.74	5,034,474.48	5,574,326.01	4,835,206.01	4,934,194.58	4,540,190.96	4,828,200.65
Net corporate income for the year	2,100,405.90	4,294,803.84	5,002,864.35	5,498,531.39	5,518,509.33	5,104,814.05	4,510,168.03	8,928,839.96	6,675,843.43
Per cent on capital stock outstanding	07.31	14.95	17.42	19.14	19.20	17.76	15.69	31.07	23.24
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$6,830,565.93	$6,606,882.77	$6,405,879.36	$6,780,371.57	$6,855,652.98	$6,587,576.55	$7,504,480.84	$7,764,873.58	$9,324,835.01
Net corporate income for the year	2,100,405.90	4,294,803.84	5,002,864.35	5,498,531.39	5,518,509.33	5,104,814.05	4,510,168.03	8,928,839.96	6,675,843.43
Miscellaneous profit and loss items—net	Dr. 62,875.06	Dr. 569,247.66	330,983.79	212,922.92	Dr. 11,730.23	374,902.24	13,136.71	Dr. 8,560.53	513,063.37
Total surplus	8,868,096.77	10,332,438.95	11,739,727.50	12,491,825.88	12,362,432.08	12,067,292.84	12,027,736.58	16,685, 53.01	16,513,741.81
Dividends declared	2,261,214.00	2,261,414.00	2,261,654.00	2,262,374.00	2,262,794.00	2,262,862.00	2,262,862.00	3,360,318.00	3,360,168.00
Per cent on capital stock outstanding	07.87	07.87	07.87	07.87	07.87	07.87	07.87	11.69	11.70
Additions, betterments, and permanent improvements appropriations		1,665,145.59	2,697,701.93	3,373,798.90	3,512,061.53	2,000,000.00	2,000,000.00	4,000,000.00	3,000,000.00
Sinking and special reserve funds appropriations						300,000.00			
Total surplus appropriated	2,261,214.00	3,926,559.59	4,959,355.93	5,636,172.90	5,774,855.53	4,562,862.00	4,262,862.00	7,360,318.00	6,360,168.00
Unappropriated surplus carried over to the following year	6,606,882.77	6,405,879.36	6,780,371.57	6,855,652.98	6,587,576.55	7,504,430.84	7,764,873.58	9,324,835.01	10,153,573.81

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr" have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Central R. R. Co. of New Jersey.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

Item.	Year ended June 30—		5-year average		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compered with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912.					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	633.29	633.27	642.12	633.87	D 01.28	637.99	D 00.74	D 00.39	D 00.39
2. Owned—miles of all main tracks	957.31	957.27	935.67	938.90	00.35	937.29	02.14	D 00.33	D 00.34
3. Owned—miles of all tracks	1,656.14	1,694.34	1,436.17	1,552.70	08.11	1,494.43	10.82	04.79	07.21
4. Operated—miles of first main track	669.43	676.07	669.19	669.34	00.02	669.26	00.03	00.01	01.00
5. Operated—miles of all main tracks	1,003.11	1,009.73	972.40	984.04	01.20	978.22	02.54	D 00.07	00.59
6. Operated—miles of all tracks	1,701.94	1,747.10	1,472.91	1,597.83	08.48	1,535.37	10.85	04.82	07.60
B—TOTAL CAPITAL OBLIGATIONS	$75,845,800.00	$75,489,800.00	$79,522,880.00	$77,033,480.00	D 03.13	$78,278,180.00	D 03.11	D 01.58	D 02.05
Per mile owned—first main track	119,764.72	119,206.34	123,922.46	121,531.91	D 01.93	122,727.18	D 02.41	D 01.20	D 01.66
Per mile owned—all main tracks	79,228.05	78,859.46	85,141.91	82,126.74	D 03.54	83,634.32	D 05.27	D 01.25	D 01.71
Per mile owned—all tracks	45,796.73	44,554.10	55,434.47	49,781.89	D 10.20	52,608.18	D 12.95	D 06.09	D 08.63
Capital stock	28,716,800.00	28,716,800.00	28,725,480.00	28,730,480.00	00.02	28,727,980.00	D 00.04	D 00.07	D 00.07
Increase over previous year	D 9,600.00	....	4,320.00	D 3,920.00	D 190.74	200.00	D 4,900.00	....	....
Funded debt, including notes issued for capital obligations	47,129,000.00	46,773,000.00	50,797,400.00	48,303,000.00	D 04.91	49,550,200.00	D 04.89	D 02.48	D 03.22
Increase over previous year	D 601,000.00	D 356,000.00	344,400.00	D 619,600.00	D 279.91	D 137,600.00	D 336.77	D 05.81	D 37.32
Ratio of capital stock to total capital obligations, per cent	37.86	38.04	36.13	37.30	03.24	36.72	03.10	01.53	02.01
C—PROPERTY INVESTMENT [1]	$85,535,047.21	$91,792,394.09	$68,160,668.59	$81,376,029.33	19.39	$74,768,348.96	14.40	05.29	12.99
Per mile owned—first main track	135,064.58	144,949.85	106,340.82	128,376.71	20.72	117,358.77	15.09	05.70	13.43
Per mile owned—all main tracks	89,349.37	95,889.76	73,139.45	86,671.03	18.50	79,905.24	11.82	05.64	13.37
Per mile owned—all tracks	51,647.23	54,175.90	47,556.66	52,471.27	10.33	50,013.97	03.27	00.47	05.39
Additions to property investment account	2,637,420.57	6,257,346.88	3,615,950.64	1,839,879.15	D 49.12	2,727,914.89	D 03.32	D 02.79	130.63
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	$27,826,334.42	$30,325,411.61	$21,936,179.06	$26,429,540.95	20.48	$24,182,860.01	15.07	04.66	14.06
Total operating expenses, including outside operations	17,277,281.88	18,390,126.24	12,409,380.31	16,031,341.99	29.19	14,220,361.15	21.50	09.29	16.33
Net operating revenue, including outside operations	10,549,052.54	11,935,285.37	9,526,798.75	10,398,198.96	09.15	9,962,498.86	05.89	D 02.17	10.74
Tax accruals	1,502,670.52	1,521,495.22	603,429.27	1,194,481.24	97.95	898,955.26	67.16	27.90	29.50

Operating income	9,046,382.02	10,413,790.15	8,923,369.48	9,203,717.72	03.14	9,063,543.60	D 00.19	D 05.80	08.44
Other income relating to operation									
Hire of equipment—Cr	3,714.88	55,726.97	10,160.68	130,956.90	1,188.86	70,558.80	D 94.74	D 92.42	13.67
Joint facilities—Cr	57,693.01	94.747.73	47,927.22	43,430.23	D 09.38	45,678.72	26.30	36.04	123.41
Miscellaneous rents—Cr	69.935.81	69,370.34		28,320.04		14,160.02	393.90	2.896.43	2,872.20
Total	9,177,725.72	10,633,635.19	8,981,457.38	9,406,424.89	04.73	9,193,941.14	D 00.18	D 05.35	09.66
Deductions from income relating to operation									
Hire of equipment—Dr			62,476.44			31,238.22			
Joint facilities—Dr	306,865.73	359.976.20	77,116.20	112,833.51	46.32	94,974.86	223.10	576.42	693.49
Miscellaneous rents—Dr	883.00	8.906.73		376.64		188.32	368.88	282.23	3,755.56
Total	307,748.73	368,882.93	139,592.64	113,210.15	D 18.90	126,401.40	143.47	574.93	709.01
Net operating income	8,869,976.99	10,264,752.26	8,841,864.74	9,293,214.74	05.10	9,067,539.74	D 02.18	D 08.09	06.36
Per cent on property investment	10.37	11.18	12.97	11.43	D 11.87	12.20	D 15.00	D 12.71	D 05.89
Other income	1,780,678.33	1,863,111.21	798,698.26	1,708,407.86	113.90	1.253.553.06	42.05	D 53.36	D 51.20
Total income	10,650,655.32	12.127,863.47	9,640,563.00	11,001,622.60	14.12	10,321,092.80	03.19	D 20.92	D 09.95
Other deductions									
Lease of roads	2,206,421.21	2,207,703.90	2,258,168.25	2,117,422.93	D 06.23	2,187,795.59	00.85	16.41	16.47
Interest deductions	2,349,317.67	2,511,990.55	2,650,021.79	2,421,803.29	D 08.61	2,535,912.54	D 07.36	D 01.92	04.87
Miscellaneous other deductions	249,350.00	249,350.00	249,350.00	249,350.00		249,350.00			
Total	4,805,088.88	4,969,044.45	5.157.540.04	4,788,576.22	D 07.15	4,973,058.13	D 03.38	05.83	06.45
Net corporate income for the year	5,845,566.44	7.158,819.02	4,483,022.96	6,213,046.38	38.59	5,348,034.67	09.30	D 34.53	D 19.82
Per cent on capital stock outstanding	20.36	24.93	15.61	21.63	38.56	18.62	09.34	D 34.47	D 19.76
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$10,153,573.81	$10,369,748.07	$6,695,870.52	$8,267,057.96	23.47	$7,481,464.24	35.72	30.76	33.55
Net corporate income for the year	5,845,566.44	7,158,819.02	4,483,022.96	6,213,046.38	38.50	5,348,034.67	09.30	D 34.53	D 19.82
Miscellaneous profit and loss items—net	Dr. 276,002.85	167,978.52	Dr. 19,989.25	123,307.79	716.87	51,659.27	D 634.28	3,124.13	2,062.24
Total surplus	15,723,137.40	17,696,545.61	11,158,904.23	14,603,412.13	30.87	12,881,158.18	22.06	D 05.77	06.06
Dividends declared	3,353,389.33	3,353,166.00	2,261,890.00	2,919,919.87	29.09	2,590,904.93	29.43	D 00.21	D 00.21
Per cent on capital stock outstanding	11.68	11.68	07.87	10.16	29.10	09.02	29.49	D 00.09	D 00.09
Additions, betterments, and permanent improvements appropriations	2,000,000.00	4,040,466.54	2,249,741.59	2,600,000.00	15.57	2,424,870.80	D 17.52	D 50.00	01.01
Sinking and special reserve funds appropriations				60,000.00		30,000.00			
Total surplus appropriated	5,363,389.33	7,393,632.54	4,511,631.59	5,579,919.87	23.68	5,045,775.73	06.10	D 27.27	00.45
Unappropriated surplus carried over to the following year	10,369,748.07	10,302,913.07	6,647,272.64	9,023,492.26	35.75	7,836,382.45	32.35	11.21	10.49

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

The Central R. R. Co. of New Jersey—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 16.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Revenues:									
Freight revenue	$14,073,645.08	$16,010,300.84	$16,742,338.56	$17,501,376.17	$19,408,773.56	$19,044,694.32	$17,662,049.60	$19,316,093.88	$20,006,674.98
Passenger revenue	3,845,700.64	4,166,105.33	4,342,825.11	4,991,023.94	5,422,954.13	5,602,317.75	5,565,947.42	5,833,891.65	6,109,716.73
Mail revenue	40,386.52	40,438.87	40,232.90	41,356.07	41,110.17	43,624.33	43,832.30	46,030.33	46,667.65
Express revenue	268,092.25	300,400.89	317,771.16	335,272.58	482,677.01	401,709.32	427,410.70	462,506.95	468,451.69
Other transportation revenue	21,991.36	22,799.98	24,461.77	29,167.55	34,244.73	96,697.81	107,079.56	163,676.06	142,376.48
Revenue from operations other than transportation	190,814.65	221,601.57	237,824.74	234,414.80	250,792.33	398,133.28	714,331.52	764,466.42	852,989.63
Total operating revenue	18,440,630.50	20,761,647.48	21,705,454.24	23,132,611.11	25,640,551.95	25,587,175.81	24,520,651.10	26,586,665.29	27,626,877.16
Per miles operated—first main track	27,246.39	30,650.38	32,959.46	34,701.87	38,464.10	38,297.85	36,715.81	39,717.75	41,116.93
Per mile operated—all main tracks	18,305.90	20,539.41	23,027.95	24,333.98	26,972.17	26,873.62	25,687.91	26,486.02	27,446.28
Per mile operated—all tracks	12,286.30	13,630.10	15,345.94	15,982.29	17,341.10	17,113.79	16,260.06	16,374.53	16,638.79
B—Expenses:									
Maintenance of way and structures	$2,032,759.96	$1,919,689.41	$1,834,870.47	$1,918,948.43	$2,104,521.65	$2,550,047.51	$2,316,957.40	$2,257,407.87	$2,709,378.35
Per mile operated—first main track	3,003.44	2,834.03	2,786.23	2,878.67	3,157.05	3,816.81	3,469.28	3,372.34	4,032.35
Per mile operated—all main tracks	2,017.91	1,809.14	1,946.67	2,018.61	2,213.82	2,678.26	2,427.25	2,248.86	2,691.67
Per mile operated—all tracks	1,354.35	1,260.28	1,297.27	1,325.80	1,423.32	1,705.58	1,536.41	1,390.32	1,631.77
Ratio to total operating revenue	11.02	09.24	08.45	08.30	08.21	09.97	09.45	08.49	09.81
Ratio to total operating expenses	17.54	16.18	15.44	15.20	14.94	16.37	15.72	14.28	16.17
Maintenance of equipment	2,481,917.70	2,335,588.99	2,610,095.19	2,893,744.40	3,125,917.26	4,142,962.41	4,091,561.69	4,475,778.30	4,124,596.50
Ratio to total operating revenue	13.46	11.25	12.03	12.51	12.19	16.19	16.69	16.83	14.93
Ratio to total operating expenses	21.41	19.69	21.96	22.91	22.20	26.60	27.76	28.31	24.62
Traffic expenses	....	....	....	....	....	325,748.84	306,091.39	346,674.17	364,132.06
Ratio to total operating revenue	....	....	....	....	....	01.27	01.25	01.30	01.32
Ratio to total operating expenses	....	....	....	....	....	02.09	02.08	02.19	02.17
Transportation expenses	6,593,815.67	7,137,531.12	6,982,669.15	7,350,358.87	8,333,812.23	8,072,530.28	7,427,730.70	8,116,076.32	8,932,326.38
Ratio to total operating revenue	35.76	34.38	32.17	31.77	32.50	31.55	30.29	30.53	32.33
Ratio to total operating expenses	56.90	60.17	58.76	58.21	59.17	51.83	50.40	51.34	53.30
General expenses	480,729.74	469,152.90	456,386.73	464,210.16	520,181.54	484,109.20	595,851.64	612,854.59	626,612.49
Ratio to total operating revenue	02.61	02.26	02.10	02.01	02.03	01.89	02.43	02.31	02.27
Ratio to total operating expenses	04.15	03.96	03.84	03.68	03.69	03.11	04.04	03.88	03.74
Total operating expenses	11,589,223.07	11,861,962.42	11,884,021.54	12,627,261.86	14,084,432.68	15,575,398.24	14,738,192.82	15,808,791.25	16,757,045.78
Ratio to total operating revenue	62.85	57.13	54.75	54.59	54.93	60.87	60.11	59.46	60.66
Ratio to total operating expenses	100.	100.	100.	100.	100.	100.	100.	100.	100.

C—TAXES	$415,887.26	$473,951.00	$458,040.50	$556,709.97	$1,112,557.60	$1,065,725.60	$1,067,772.03	$1,174,924.32	$1,161,313.73
Per mile owned—first main track	630.26	717.64	732.26	880.34	1,759.32	1,685.26	1,689.19	1,848.03	1,826.63
Per mile owned—all main tracks	424.05	481.55	509.00	613.97	1,226.99	1,175.34	1,174.45	1,223.22	1,208.72
Per mile owned—all tracks	282.09	316.68	333.92	396.66	775.46	735.12	730.03	743.44	719.26
Ratio to total operating revenue	02.255	02.282	02.110	02.406	04.339	04.165	04.354	04.419	04.203
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	$797,770.67	$801,052.94	$877,182.93	$881,673.91	$982,115.12	$1,277,906.08	$1,250,365.62	$1,278,327.91	$1,306,189.17
Cost per 100 pounds traffic power	9.46	8.66	9.17	7.51	8.44	10.92	10.64	10.79	10.63
Average cost per locomotive	1,872.70	1,756.70	1,923.65	1,803.01	2,041.82	2,667.86	2,610.37	2,679.93	2,676.62
Passenger-train cars	187,044.97	191,824.26	243,167.46	257,875.10	235,662.74	293,656.99	282,555.79	292,769.96	296,887.52
Average cost per passenger car	368.92	385.96	464.95	463.80	412.72	486.19	468.30	467.68	464.61
Freight-train cars	935,625.14	696,515.14	738,356.80	1,018,064.62	1,062,786.04	1,928,428.29	1,937,229.90	2,076,091.36	1,926,227.37
Average cost per freight car	49.62	36.09	38.43	53.54	49.32	89.91	95.95	94.51	88.08
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$734,634.38	$787,294.72	$857,773.16	$867,509.01	$971,557.70	$1,081,363.21	$1,055,091.85	$1,073,871.74	$1,097,072.58
Cost per 100 pounds tractive power	8.71	8.52	8.97	7.39	8.35	9.24	8.98	9.06	8.93
Average cost per locomotive	1,724.49	1,726.52	1,881.08	1,774.05	2,019.87	2,257.54	2,202.70	2,251.30	2,248.10
Passenger-train cars	152,807.27	190,280.89	237,584.68	246,626.53	226,001.10	214,392.32	198,056.68	205,038.62	200,041.52
Average cost per passenger car	301.40	382.86	454.27	443.57	395.80	354.95	327.91	327.54	313.05
Freight-train cars	895,107.24	674,754.43	709,350.73	830,969.38	860,425.51	1,197,664.87	1,204,810.37	1,371,742.06	1,193,435.36
Average cost per freight car	47.47	33.98	36.92	43.70	39.93	55.84	59.67	62.44	54.57
F—STATISTICS:									
Number of passengers carried 1 mile	242,396,647	265,756,489	280,143,251	324,942,906	352,164,358	365,500,748	365,799,155	380,932,738	390,341,377
Average rate per passenger per mile	01.586	01.567	01.550	01.536	01.539	01.532	01.521	01.531	01.565
Number of tons of revenue freight carried 1 mile	1,529,642,238	1,751,698,899	1,864,490,675	1,934,929,556	2,127,862,875	2,083,442,123	1,993,620,666	2,155,241,867	2,226,602,964
Average rate per ton per mile	00.920	00.913	00.987	00.904	00.912	00.914	00.885	00.896	00.898
Average revenue tons per car per mile	14.22	14.41	14.54	15.14	15.91	15.99	15.96	16.66	16.56
	23.26	24.01	24.26	24.70	25.92	26.91	26.82	26.89	27.18
Average revenue tons per train per mile	449.53	484.78	490.39	502.66	501.75	506.38	502.84	505.87	528.51

SHRIVER EXHIBIT No. 1—Continued.

The Central R. R. Co. of New Jersey—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907.	1908–1912.					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$19,936,627.86	$22,771,816.56	$16,747,286.85	$19,193,228.13	14.606	$17,970,257.49	10.942	03.212	17.890
Passenger revenue	6,288,068.08	6,356,762.42	4,553,721.83	5,879,988.33	29.124	5,216,855.08	20.533	07.785	08.963
Mail revenue	46,040.55	47.058.01	40,704.90	45,239.03	11.139	42,971.97	07.140	00.022	02.232
Express revenue	491,622.32	511,120.11	340,842.78	450,340.20	32.125	395,591.49	24.275	06.295	10.510
Other transportation revenue	142,482.30	213,090.19	26,533.08	130,462.44	391.697	78,497.76	81.511	D 12.948	30.190
Revenue from operations other than transportation	921,493.31	425,564.32	227,089.62	730,282.83	221.583	478,686.22	92.504	20.540	D 44.331
Total operating revenue	27,826,334.42	30,325,411.61	21,936,179.06	26,429,540.96	20.483	24,182,860.01	15.066	04.662	14.062
Per mile operated—first main track	41,567.21	44,855.43	32,780.20	39,485.97	20.456	36,133.73	15.037	04.656	12.935
Per mile operated—all main tracks	27,740.06	30,033.19	22,558.80	26,858.20	19.058	24,721.29	12.211	04.734	13.392
Per mile operated—all tracks	16,349.77	17,357.57	14,893.09	16,540.90	11.064	15,750.51	03.804	D 00.151	06.00
B—EXPENSES:									
Maintenance of way and structures	$2,635,358.18	$2,785,817.32	$1,962,157.98	$2,493,829.86	27.096	$2,227,993.92	18.283	16.742	23.407
Per mile operated—first main track	3,936.72	4,120.60	2,932.14	3,725.80	27.067	3,329.04	18.253	16.735	22.188
Per mile operated—all main tracks	2,627.19	2,758.97	2,017.85	2,534.28	25.593	2,277.60	15.349	16.823	22.683
Per mile operated—all tracks	1,548.44	1,594.54	1,332.16	1,560.76	17.160	1,451.11	06.707	11.372	14.688
Ratio to total operating revenue	09.47	09.19	08.94	09.43	05.480	09.21	02.823	11.542	08.244
Ratio to total operating expenses	15.25	15.15	15.81	15.56	D 01.581	15.48	D 01.485	06.792	06.092
Maintenance of equipment	4,276,083.66	4,726,171.74	2,689,452.71	4,222,196.51	56.990	3,455,824.61	23.735	D 04.461	05.594
Ratio to total operating revenue	15.37	15.58	12.26	15.98	30.342	14.29	07.557	D 08.674	D 07.427
Ratio to total operating expenses	24.75	25.70	21.67	26.34	21.550	24.01	03.082	D 12.575	D 09.219
Traffic expenses	360,416.79	360,569.66	....	340,612.65	....	[1] 340,612.65	[1] 05.814	03.964	04.008
Ratio to total operating revenue	01.29	01.19	....	01.29	....	01.41	D 08.510	D 00.769	D 08.461
Ratio to total operating expenses	02.09	01.96	....	02.12	....	02.37	D 11.814	D 04.566	D 10.502
Transportation expenses	9,380,322.62	9,905,758.72	7,279,637.41	8,385,797.26	15.195	7,832,717.33	19.758	15.577	22.051
Ratio to total operating revenue	33.71	32.66	33.19	31.73	D 04.398	32.39	04.075	10.415	06.975
Ratio to total operating expenses	54.29	53.86	58.67	52.31	D 10.840	54.43	D 00.257	05.746	04.908
General expenses	625,100.63	611,808.80	478,132.21	588,905.71	23.167	533,518.96	17.165	01.998	D 00.170
Ratio to total operating revenue	02.25	02.02	02.18	02.23	02.293	02.21	01.809	D 02.597	D 12.554
Ratio to total operating expenses	03.62	03.33	03.85	03.67	D 04.675	03.71	D 02.425	D 06.701	D 14.175
Total operating expenses	17,277,281.88	18,390,126.24	12,409,380.31	16,031,341.99	29.187	14,390,667.47	20.058	09.289	16.328
Ratio to total operating revenue	62.09	60.64	56.57	60.66	07.229	59.51	04.335	04.423	01.984
Ratio to total operating expenses	100.	100.	100.	100.	....	100.	....	....	....

C—TAXES	$1,502,670.52	$1,521,495.22	$603,429.27	$1,194,481.24	97.948	$898,955.25	67.157	27.895	29.497
Per mile owned—first main track	2,372.80	2,402.60	939.75	1,884.43	100.524	1,409.04	68,398	28,396	30.008
Per mile owned—all main tracks	1,569.68	1,589.41	644.92	1,272.21	97.266	959.10	63.661	28.323	29.936
Per mile owned—all tracks	907.33	897.99	420.17	769.29	83.090	601.54	50.834	22.044	20.788
Ratio to total operating revenue	05.400	05.017	02.750	04.519	64.303	03.717	45.278	22.199	13.532
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	$1,384,923.26	$1,513,641.99	$867,959.11	$1,299,542.41	49.723	$1,083,750.76	27.789	08.338	18.408
Cost per 100 pounds tractive power	11.14	11.42	8.57	10.82	26.254	9.79	13.789	03.243	05.839
Average cost per locomotive	2,826.37	2,973.76	1,878.70	2,690.56	43,213	2,296.08	23.095	05.464	10.964
Passenger-train cars	333,075.05	348,294.66	223,114.91	299,849.06	34.392	261,481.98	27.379	13.766	18.965
Average cost per passenger car	506.96	527.72	420.18	478.99	13.996	452.39	12.062	08.398	12.838
Freight-train cars	1,879,733.02	2,121,891.70	890,269.55	1,949,541.99	118.983	1,419,905.77	32.384	D 09.458	02.206
Average cost per freight car	85.35	88.70	45.20	90.68	100.619	68.93	23.821	D 09.692	D 06.147
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$1,165,546.08	$1,288,159.00	$843,753.79	$1,094,589.09	29.728	$969,171.44	20.262	08.536	19.955
Cost per 100 pounds tractive power	9.38	9.72	8.33	9.12	09.483	8.76	07.077	03.532	07.285
Average cost per locomotive	2,378.67	2,530.75	1,826.31	2,266.23	24.087	2,053.33	15.844	05.657	12.413
Passenger-train cars	236,138.65	243,438.34	210,660.09	210,733.56	00.034	210,696.83	12.075	15.167	18.728
Average cost per passenger car	359.42	368.85	396.72	336.64	D 15.144	364.53	D 01.401	09.733	12.612
Freight-train cars	1,139,563.92	1,361,754.98	794,121.46	1,221,443.32	53.810	1,007,782.39	13.076	D 16.925	D 00.728
Average cost per freight car	51.74	56.92	40.32	56.81	40.897	48.93	05.742	17.136	D 08.840
F—STATISTICS:									
Number of passengers carried 1 mile	400,056,755	405,740,647	293,080,730	380,526,155	29.836	336,803,442	18.780	05.020	06.512
Average rate per passenger per mile	01.571	01.566	01.553	01.545	D 00.515	01.548	01.485	02.612	02.286
Number of tons of revenue freight carried 1 mile	2,212,125,047	2,484,070,485	1,841,724,849	2,134,206,533	15.881	1,987,965,691	11.275	02.639	15.257
Average rate per ton per mile	00.901	00.916	00.909	00.899	D 01.100	00.903	D 00.221	00.558	02.232
Average revenue tons per car per mile	16.92	17.29	14.88	16.42	10.349	15.67	07.977	01.560	03.782
	27.19	27.92	24.49	27.00	10.249	25.78	05.469	01.115	03.830
Average revenue tons per train per mile	514.21	547.60	487.01	511.69	05.067	499.95	02.852	01.648	08.249

[1] 5-year average.

SHRIVER EXHIBIT No. 1—Continued.

The Chesapeake & Ohio Ry. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 17.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911[1]
A—MILEAGE:									
1. Owned—miles of first main track	1,450.20	1,470.80	1,508.40	1,627.40	1,632.50	1,640.80	1,707.50	1,763.40	2,033.79
2. Owned—miles of all main tracks	1,604.60	1,649.10	1,708.80	1,865.00	1,882.90	1,923.20	2,011.70	2,104.20	2,454.19
3. Owned—miles of all tracks	2,192.80	2,277.47	2,370.57	2,547.40	2,609.50	2,657.90	2,765.60	2,884.70	3,312.03
4. Operated—miles of first main track	1,641.40	1,670.90	1,707.90	1,826.90	1,831.70	1,841.30	1.903.00	1,938.80	2,241.59
5. Operated—miles of all main tracks	1,795.80	1,849.20	1,908.30	2,161.00	2,178.30	2,221.20	2,304.70	2,377.10	2,759.69
6. Operated—miles of all tracks	2,384.00	2,477.57	2,570.07	2,843.40	2,904.90	2,955.90	3,058.60	3,157.60	3,617.33
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	$92,370	$100,907	$100,633	$97,889	$103,037	$105,842	$107,313	$115,871	$108,964
Per mile owned—all main tracks	83,482	89,997	88,831	85,418	89,335	90,300	91,086	97,105	90,299
Per mile owned—all tracks	61,088	65,166	64,033	62,536	64,460	65,339	66,256	70,831	66,911
Capital stock	60,539,500.00	62,799,400.00	62,799,400.00	62,799,100.00	62,799,100.00	62,799,100.00	62,799,100.00	62,787,300.00	62,786,100.00
Increase over previous year	D 1,600.00	2,259,900.00	....	D 300.00	....	....	....	D 11,800.00	D 1,200.00
Funded debt, including notes issued for capital obligations	73,415,354.17	85,614,464.65	88,994,954.17	96,505,020.84	105,409,354.17	110,866,000.00	120,438,000.00	141,540.000.00	158,824,370.69
Increase over previous year	2,001,000.00	12,199,110.48	3,380,489.52	7,510,066.67	8,904,333.33	5,456,645.83	9,572,000.00	21,102,000.00	17,284,370.59
Ratio of capital stock to total capital obligations, per cent	45.19	42.31	41.37	39.42	37.33	36.16	34.27	30.73	28.33
C—PROPERTY INVESTMENT:[2]									
Per mile owned—first main track	$91,587	$100,099	$99,665	$97,782	$105,324	$104,309	$100,871	$105,050	$98,431
Per mile owned—all main tracks	82,774	89,276	87.977	85,324	91,318	88,992	85,618	88,036	81,570
Per mile owned—all tracks	60,571	64,644	63,417	62,468	65,891	64,393	62,278	64,217	60,443
Additions to property investment account	1,922,671.91	14,405,501.83	3,110,057.69	8,794,967.08	12,812,048.06	D 792.355.51	1,087,347.50	13,008,820.51	14,942,349.66
D—INCOME ACCOUNT:[3]									
Total operating revenue, including outside operations	$16,711,601.85	$19,297,524.79	$20,724,370.78	$24,591,988.45	$25,788,708.56	$26,357,761.39	$27,051,713.12	$31,699,216.02	$33,066,860.24
Total operating expenses, including outside operations	10,963,763.30	12,762,094.76	12.914,324.83	14,580,334.54	16,682,878.35	17,739,220.14	16,814,913.71	19,408,811.78	22,267,537.22
Net operating revenue, including outside operations	5,747,838.55	6,535,430.03	7,810,045.95	10,011,653.91	9,105,830.21	8,618,541.25	10,236,799.41	12,290,404.24	10,799,323.02
Tax accruals	447,114.68	514,849.77	513,644.60	569,852.84	734,423.32	791,060.97	801,600.00	873,744.12	1.065,853.13

Operating income	5,300,723.87	6,020,580.26	7,296,401.35	9,441,801.07	8,371,406.89	7,827,480.28	9,435,199.41	11,416,660.12	9,733,469.89
Other income relating to operation									
Hire of equipment—Cr	52,211.37	146,640.29	87,258.88		151,372.99	420,215.91	235,590.72	551,397.00	32,887.92
Joint facilities—Cr	4,000.00	4,330.00	4,330.00	23,730.24	27,844.74	10,864.36	2,414.97	3,803.74	3,968.41
Miscellaneous rents—Cr						47,050.94	37,368.02	34,123.61	40,212.11
Total	5,356,935.24	6,171,556.55	7,387,990.23	9,465,531.31	8,550,624.62	8,305,611.49	9,710,573.12	12,005,984.47	9,810,538.33
Deductions from income relating to operation									
Hire of equipment—Dr				93,924.06					
Joint facilities—Dr	141,170.76	167,741.49	428,230.18	523,627.02	500,164.15	563,135.28	588,662.13	623,816.99	778,474.54
Miscellaneous rents—Dr						30,767.71	33,222.77	32,820.13	33,400.55
Total	141,170.76	167,741.49	428,230.18	617,551.08	500,164.15	593,902.99	621,884.90	656,637.12	811,875.09
Net operating income	5,215,764.48	6,003,815.06	6,959,760.06	8,847,980.23	8,050,460.47	7,711,708.50	9,088,688.22	11,349,347.35	8,998,663.24
Per cent on property investment	3.93	4.08	4.63	5.56	4.68	4.51	5.27	6.13	4.49
Other income	180,673.65	164,491.81	190,532.00	215,352.68	231,082.01	439,305.82	479,678.21	727,572.42	1,170,123.17
Total income	5,396,438.13	6,168,306.87	7,150,292.05	9,063,332.91	8,281,542.48	8,151,014.32	9,568,366.43	12,076,919.77	10,168,786.41
Other deductions									
Lease of roads	6,000.00	6,000.00	13,245.17	7,257.98	7,231.55	7,586.12	7,179.44	7,123.89	10,910.04
Interest deductions	3,760,712.16	4,043,056.60	4,061,728.08	4,353,188.58	4,809,368.87	5,293,629.79	5,447,924.88	5,712,248.39	6,626,592.92
Miscellaneous other deductions	210,121.71	174,739.05	203,680.19	115,662.97	91,742.92	85,011.90	120,734.94	67,498.69	103,548.62
Total	3,976,833.87	4,223,795.65	4,278,653.44	4,476,109.53	4,908,343.34	5,386,227.81	5,575,839.26	5,786,870.97	6,741,051.58
Net corporate income for the year	1,419,604.26	1,944,511.22	2,871,638.61	4,587,223.38	3,373,199.14	2,764,786.51	3,992,527.17	6,290,048.80	3,427,734.83
Per cent on capital stock outstanding	2.34	3.10	4.57	7.30	5.37	4.40	6.36	10.02	5.46
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$1,062,325.08	$1,071,106.11	$455,986.85	$529,244.52	$1,534,713.80	$987,248.20	$1,174,910.08	$1,873,855.13	$1,913,950.07
Net corporate income for the year	1,419,604.26	1,944,511.22	2,871,638.61	4,587,223.38	3,373,199.14	2,764,786.51	3,992,527.17	6,290,048.80	3,427,734.83
Miscellaneous profit and loss items—net	Cr 345,874.40	Dr 620,360.34	Dr 218,000.37	Dr 421,107.68	Dr 608,536.51	Dr 309,890.92	Dr 820,519.09	Dr 3,514,853.86	Dr 400,799.49
Total surplus	2,827,803.74	2,395,256.99	3,109,625.09	4,695,360.22	4,299,376.43	3,442,143.79	4,346,918.16	4,649,050.07	4,940,885.41
Dividends declared	605,299.00	627,904.00	627,904.00	627,907.00	627,907.00	627,907.00	1,255,614.00	2,668,180.00	3,139,075.00
Per cent on common capital stock outstanding	1	1	1	1	1	1	2	4.25	5
Additions, betterments, and permanent improvements appropriations	1,001,396.63	861,368.14	1,217,476.57	1,534,406.09	1,347,554.56	634,326.71	212,449.03		
Sinking and special reserve funds appropriations								66,920.00	90,710.00
Miscellaneous appropriations	150,000.00	450,000.00	735,000.00	998,333.33	1,336,666.67	1,005,000.00	1,005,000.00		
Total surplus appropriated	1,756,697.63	1,939,270.14	2,580,380.57	3,160,646.42	3,312,128.23	2,267,233.71	2,473,063.03	2,735,100.00	3,229,785.00
Unappropriated surplus carried over to the following year	1,071,106.11	455,986.85	529,244.52	1,534,713.80	987,248.20	1,174,910.08	1,873,855.13	1,913,950.07	1,711,100.41

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[1] Includes the Chesapeake & Ohio Ry. Co. of Indiana.

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Chesapeake & Ohio Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912 [1]	1913 [1]	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	2,091.10	2,118.50	1,537.86	1,847.32	I 20.12	1,692.59	I 23.55	I 18.59	I 20.14
2. Owned—miles of all main tracks	2,568.40	2,595.80	1,742.08	2,212.34	I 26.99	1,977.21	I 29.90	I 22.06	I 23.36
3. Owned—miles of all tracks	3,498.50	3,566.40	2,399.55	3,023.75	I 26.01	2,711.65	I 29.02	I 21.28	I 23.63
4. Operated—miles of first main track	2,305.50	2,337.70	1,735.76	2,046.04	I 15.16	1,890.90	I 21.90	I 18.91	I 20.57
5. Operated—miles of all main tracks	2,880.30	2,912.50	1,978.52	2,508.60	I 21.13	2,243.56	I 28.38	I 21.17	I 22.52
6. Operated—miles of all tracks	3,810.40	3,883.10	2,635.99	3,319.97	I 20.60	2,977.98	I 27.95	I 20.67	I 22.98
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	$105.728	$107,951	$99,057	$108,690	I 9.72	$104,314	I 1.35	D 8.75	D 6.14
Per mile owned—all main tracks	86,080	88,101	87,444	90,757	I 3.79	89.298	D 3.60	D 11.35	D 9.27
Per mile owned—all tracks	63,195	64,124	63,485	66,403	I 4.60	65,112	D 2.94	D 10.78	D 9.47
Capital stock	62,786,000.00	62,786,000.00	62,347,300.00	62,791,520.00	I .71	62,569,410.00	I .35		
Increase over previous year	D 100.00								
Funded debt, including notes issued for capital obligations	158,301,699.25	165,907,176.00	89,987,829.60	137,994,013.97	I 53.35	113,990,921.79	I 38.87	I 11.84	I 17.22
Increase over previous year	D 522,671.34	7,605,476.75							
Ratio of capital stock to total capital obligations, per cent	28.39	27.45	40.93	31.27	D 23.60	35.44	D 19.89	D 7.61	D 10.67
C—PROPERTY INVESTMENT: [2]									
Per mile owned—first main track	$96,550	$96,808	$99,027	$100,764	I 1.75	$99,975	D 3.42	D 8.09	D 7.85
Per mile owned—all main tracks	78,608	79,008	87,419	84,130	D 3.75	85,584	D 8.15	D 10.71	D 10.25
Per mile owned—all tracks	57,709	57,506	63,466	61,560	D 3.00	62,404	D 7.56	D 10.13	D 10.45
Additions to property investment account	1,707,331.14	3,192,840.41	8,209,049.31	5,990,698.66	D 27.02	7,099,873.99	D 75.95	D 86.87	D 75.46
D—INCOME ACCOUNT: [3]									
Total operating revenue, including outside operations	$34,784,542.47	$35,635,904.38	$21,422,838.89	$30,592,018.64	I 42.80	$26,007,428.77	I 33.74	I 9.73	I 12.42
Total operating expenses, including outside operations	23,125,292.17	24,956,107.01	13,580,679.16	19,871,155.00	I 46.32	16,725,917.08	I 38.26	I 19.15	I 28.58
Net operating revenue, including outside operations	11,659,250.30	10,679,797.37	7,842,159.73	10,720,863.64	I 36.71	9,281,511.69	I 25.61	D 5.14	D 13.10
Tax accruals	1,014,219.94	1,375,862.89	555,977.04	909,295.63	I 63.55	732,636.34	I 38.43	I 16.08	I 57.47
Operating income	10,645,030.36	9,303,934.48	7,286,182.69	9,811,568.01	I 34.65	8,548,875.35	I 24.51	D 6.76	D 18.51
Other income relating to operation									

Hire of equipment—Cr	411,391.54	598,740.44	87,497.91	330,296.62	I 277.49	208,897.26	I 96.93	D 25.39	I 8.59
Joint facilities—Cr	6,377.12	15,782.43	12,846.99	5,485.72	D 57.30	9,166.36	D 30.43	I 67.65	I 314.92
Miscellaneous rents—Cr	41,764.46	47,496.15		40,103.83		20,051.91	I 108.28	I 22.39	I 39.19
Total	11,104,563.48	9,965,953.50	7,386,527.59	10,187,454.18	I 37.91	8,786,990.88	I 26.37	D 7.51	D 16.99
Deductions from income relating to operation									
Hire of equipment—Dr			18,784.81		D 100.00	9,392.40	D 100.00		
Joint facilities—Dr	734,908.32	779,576.09	352,186.72	657,799.45	I 86.78	504,993.09	I 45.53	I 17.81	I 24.97
Miscellaneous rents—Dr	42,279.85	57,315.03		34,498.20		17,249.10	I 145.11	I 28.82	I 74.63
Total	777,188.17	836,891.12	370,971.53	692,297.65	I 86.62	531,634.59	I 46.19	I 18.36	I 27.45
Net operating income	10,327,375.31	9,129,062.38	7,015,556.06	9,495,156.53	I 35.34	8,255,356.29	I 25.09	D 9.00	D 19.56
Per cent on property investment	5.11	4.45	4.61	5.11	I 10.85	4.88	I 4.71	D 16.64	D 27.41
Other income	1,168,071.81	1,590,043.88	196,426.43	796,950.29	I 305.72	496,688.36	I 135.17	I 60.54	I 118.54
Total income	11,495,447.12	10,719,106.26	7,211,982.49	10,292,106.82	I 42.70	8,752,044.65	I 31.34	D 4.81	D 11.24
Other deductions									
Lease of roads	7,907.09	69,742.65	7,946.94	8,141.32	I 2.45	8,044.13	D 1.70	I 10.99	I 879.00
Interest deductions	7,157,229.38	7,350,860.23	4,205,610.86	6,047,525.07	I 43.79	5,126,567.96	I 39.61	I 25.30	I 28.69
Miscellaneous other deductions	56,654.62	3,696.65	159,189.37	86,689.76	D 45.54	122,939.56	D 53.92	D 16.07	D 94.52
Total	7,221,791.09	7,424,299.53	4,372,747.17	6,142,356.15	I 40.46	5,257,551.65	I 37.36	I 24.80	I 28.30
Net corporate income for the year	4,273,656.03	3,294,806.73	2,839,235.32	4,149,750.67	I 46.16	3,494,493.00	I 22.30	D 32.06	D 47.62
Per cent on capital stock outstanding	6.81	5.25	4.55	6.61	I 45.27	5.58	I 22.04	D 32.04	D 47.60
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$1,711,100.41	$2,760,398.49	$930,675.27	$1,532,212.78	I 64.63	$1,231,444.02	I 38.95	D 8.69	I 47.31
Net corporate income for the year	4,273,656.03	3,294,806.73	2,839,235.32	4,149,750.67	I 46.16	3,494,493.00	I 22.30	D 32.06	D 47.62
Miscellaneous profit and loss items—net	Dr. 85,280.45	Dr. 401,444.44	Dr. 304,426.10	Dr. 1,026,268.76	I 237.12	Dr. 665,347.43	D 87.18	D 97.57	D 88.52
Total surplus	5,899,475.99	5,653,760.78	3,465,494.49	4,655,694.69	I 34.34	4,060,589.59	I 45.28	I 26.89	D 21.61
Dividends declared	3,139,077.50	3,139,080.00	623,384.20	2,165,970.70	I 247.45	1,394,677.45	I 125.07	I 17.65	D 17.65
Per cent on common capital stock outstanding	5	5	1	3.45	I 245.00	2.225	I 124.72	I 17.65	D 17.65
Additions, betterments, and permanent improvements appropriations			1,192,440.40	169,355.15	D 85.85	680,897.77	D 100.00		
Sinking and special reserve funds appropriations				31,526.00		15,763.00	D 100.00	D 100.00	D 100.00
Miscellaneous appropriations			734,000.00	402,000.00	D 45.23	568,000.00	D 100.00		
Total surplus appropriated	3,139,077.50	3,139,080.00	2,549,824.60	2,768,851.85	I 8.59	2,659,331.22	I 18.04	I 14.77	I 14.77
Unappropriated surplus carried over to the following year	2,760,398.49	2,514,680.78	915,659.89	1,886,842.84	I 106.06	1,401,251.37	I 96.99	I 44.22	31.00

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[1] Includes the Chesapeake & Ohio Ry. Co. of Indiana.

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Chesapeake & Ohio Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 18.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911[1]
A—REVENUES:									
Freight revenue	$12,510,005.94	$14,869,187.76	$16,039,312.56	$19,395,648.13	$19,974,860.86	$19,571,609.17	$20,885,511.21	$24,901,199.77	$25,590,026.83
Passenger revenue	3,474,905.10	3,648,232.75	3,894,144.87	4,242,555.79	4,888,139.17	5,120,528.63	4,482,004.33	5,002,205.07	5,512.931.94
Mail revenue	368,396.34	372,282.57	393,528.58	423,087.73	416,553.67	395,714.40	388,453.09	360,223.44	371,338.32
Express revenue	245,489.48	297,481.62	297,410.53	339,720.63	385,103.73	407,976.18	407,574.61	450,771.93	536,907.79
Other transportation revenue						219,357.30	342,672.06	335,345.46	339,109.92
Revenue from operations other than transportation	112,804.99	110,340.09	99,974.24	190,976.17	124,051.13	128,086.59	124,502.48	187,423.63	233,096.44
Outside operation revenue						514,489.12	420,995.34	462,046.72	483,449.00
Total operating revenue	16,711,601.85	19,297,524.79	20,724,370.78	24,591,988.45	25,788,708.56	26,357,761.39	27,051,713.12	31,699,216.02	33,066,860.24
Per mile operated—first main track	10,181.31	11.549.18	12,134.42	13,461.05	14,579.11	14,314.76	14,215.30	16,349.92	14,751.52
Per mile operated—all main tracks	9.305.94	10,435.61	10,860.12	11,379.91	11,838.91	11,866.45	11,737.63	13,335.25	11,982.09
Per mile operated—all tracks	7.009.90	7,788.89	8,063.74	8.648.80	8,877.66	8,917.00	8,844.48	10,039.02	9,141.23
B—EXPENSES:									
Maintenance of way and structures	$2,178,835.42	$2,307,619.98	$2,170,956.97	$2,631,722.98	$3,067,937.10	$3,050,972.52	$3,101,150.94	$3,391,031.68	$4,141,571.67
Per mile operated—first main track	1,327.43	1.381.06	1.271.13	1,440.54	1,674.91	1,656.97	1,629.61	1,749.04	1,847.60
Per mile operated—all main tracks	1,213.30	1,247.90	1,137.64	1,217.83	1,408.41	1,373.57	1,345.58	1,426.53	1,500.74
Per mile operated—all tracks	913.94	931.40	844.71	925.56	1,050.28	1,032.16	1.013.91	1,073.93	1,144.93
Ratio to total operating revenue	13.04	11.96	10.48	10.70	11.90	11.58	11.46	10.70	12.52
Ratio to total operating expenses	19.87	18.08	16.81	18.05	.18.39	17.20	18.44	17.47	18.60
Maintenance of equipment	2,679.021.03	3.659,381.77	4,064,001.38	4,454,418.14	4,706,164.41	5,552,284.65	4.938,938.04	5,858,842.93	6,198.825.27
Ratio to total operating revenue	16.03	18.96	19.61	18.11	18.23	21.07	18.26	18.48	18.75
Ratio to total operating expenses	24.44	28.67	31.47	30.55	28.21	31.30	.2937	3.019	27.84
Traffic expenses	Included in transportation expenses for years 1903 to 1907.					470.956.76	466,042.42	535,207.58	615,338.27
Ratio to total operating revenue						1.79	1.72	1.69	1.86
Ratio to total operating expenses						2.65	2.77	2.76	2.77
Transportation expenses	5.750,271.00	6,399.571.07	6,321.918.49	7,082,219.40	8,448,378.33	7,750,044.53	7.328.683.05	8,509,433.75	10,044,172.98
Ratio to total operating revenue	34.41	33.16	30.50	28.80	32.76	29.40	27.09	26.84	30.38
Ratio to total operating expenses	52.45	50.15	48.95	48.57	50.64	43.69	43.59	43.84	45.10
General expenses	355.635.85	395,521.94	357.447.99	411.914.02	460,398.51	480,943.74	532,023.50	642,183.08	793,706.83
Ratio to total operating revenue	2.13	2.05	1.72	1.68	1.78	1.82	1.97	2.03	2.40
Ratio to total operating expenses	3.24	3.10	2.77	2.83	2.76	2.71	3.16	3.31	3.56
Outside operation expenses						434,017.94	448,075.76	472,112.76	473,922.20
Total operating expenses	10,963,763.30	12,762,094.76	12,914,324.83	14,580,334.54	16,682,878.35	17,739,220.14	16,814,913.71	19,408,811.78	22,267,537.22

Ratio to total operating revenue	65.61	66.13	62.31	59.29	64.69	67.30	62.16	61.23	67.34
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES:									
Per mile owned—first main track	$308.31	$350.05	$340.52	$350.16	$449.88	$482.12	$469.46	$495.49	$524.07
Per mile owned—all main tracks	278.65	312.20	300.59	305.55	390.05	411.33	398.47	415.24	434.30
Per mile owned—all tracks	204.09	226.06	216.68	223.70	281.44	297.63	289.85	302.89	321.81
Ratio to total operating revenue	2.68	2.67	2.48	2.32	2.85	3.00	2.96	2.76	3.22
D—REPAIRS, RENEWALS, AND DEPRECIATON OF EQUIPMENT:									
Steam locomotives	$826,505.99	$1.084,629.36	$1,220,011.60	$1,266.456.74	$1,320,110.69	$1,540,936.93	$1,653.911.44	$1,853.121.81	$2,160,329.65
Cost per 100 pounds tractive power	7.0108	7.2967	7.6587	6.9712	6.3172	7.3348	7.6684	8.0899	7.9703
Average cost per locomotive	1,824.52	2,058.12	2,230.37	2,114.29	1,970.31	2,299.91	2,461.18	2.651.10	2,769.65
Passenger-train cars	199,027.29	257,239.89	226,197.33	294,506.69	314,051.13	299,059.10	291,073.92	270,157.62	303,989.06
Average cost per passenger car	819.04	1,012.76	887.05	1,090.77	1,043.36	996.86	951.22	882.87	853.90
Freight-train cars	1,392,846.43	2,024,887.40	2,330,426.26	2,599,249.12	2,741,990.76	3,389,774.46	2,704,491.77	3,395,483.59	3,296,679.01
Average cost per freight car	62.32	85.27	96.13	94.61	88.85	98.02	78.30	89.83	78.14
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	Repairs and renewals of equipment not kept separate during years 1903 to 1907.					1,335,735.37	1,420,017.07	1,634,808.15	1,933,389.38
Cost per 100 pounds tractive power						6.3580	6.5839	7.1368	7.1330
Average cost per locomotive						1,993.63	2,113.12	2,338.78	2.478.70
Passenger-train cars						249,165.67	250,695.26	242,519.01	274.625.18
Average cost per passenger car						830.55	819.27	792.55	771.42
Freight-train cars						2,608,877.14	2,266,004.12	2,609,291.58	2,699,283.71
Average cost per freight car						75.44	64.45	69.03	63.98
F—STATISTICS:									
Number of passengers carried 1 mile	170,012,343	176.075.028	192,838,400	198,469,304	226,660.932	286,729,837	217,604.041	226,715,956	253,262,253
Average rate per passenger per mile	$.02044	$.02072	$.02019	$.02138	$.02157	$.01786	$.02059	$0.2206	$.02177
Number of tons of revenue freight carried 1 mile	2,631,297,190	3,166.958.166	3,754,388.306	4,619,480,470	4,617,608,676	4,525.313.214	5,095,552,874	6,123,134,875	6,082,682,956
Average rate per ton per mile	$.00475	$.00470	$.00427	$.00420	$.00433	$.00432	$.00410	$.00407	$.00421
Average revenue tons per car per mile	21.9	24.2	26.1	26.7	27.3	29.1	29.7	30.6	29.2
Average revenue tons per train per mile	493	508	557	586	5.96	621	675	701	6.56

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[1] Includes the Chesapeake & Ohio Ry. Co. of Indiana.

Shriver Exhibit No. 1—Continued.

The Chesapeake & Ohio Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS—Continued.

Item.	Year ended June 30—Contd.		5-year average.		Increase or decrease, 1908-1912, compared with 1903-1907.	10-year average to 1912, inclusive.	Increase or decrease, 1912, compared with 10-year average.	Increase or decrease, 1912, compared with 1910.	Increase or decrease, 1913, compared with 1910.
	1912[1]	1913[1]	1903-1907	1908-1912					
					Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
A—REVENUES:									
Freight revenue	$27,261,474.53	$27,549,696.17	$16,557,803.05	$23,641,964.30	I 42.78	$20,099,883.68	I 35.63	I 09.48	I 10.64
Passenger revenue	5,505,536.22	5,858,138.22	4,029,595.54	5,124,641.24	I 27.18	4,577,118.38	I 20.28	I 10.06	I 17.11
Mail revenue	371,137.09	386,639.91	304,769.78	377,373.27	D 04.41	386,071.52	D 03.87	I 03.03	I 07.33
Express revenue	586,021.42	599,344.74	313,041.20	477,850.39	I 52.65	395,445.79	I 48.19	I 30.00	I 32.96
Other transportation revenue	323,569.13	396,978.48	....	312,010.77	....	156,005.39	I 107.40	D 03.51	I 18.38
Revenue from operations other than transportation	242,131.38	294,480.80	127,629.32	183,048.10	I 43.42	155,338.71	I 55.87	I 29.19	I 57.12
Outside operation revenue	494,672.70	550,626.06	....	475,130.58	....	237,565.29	I 108.23	I 07.06	I 19.17
Total operating revenue	34,784,542.47	35,635,904.38	21,422,838.89	30,592,018.65	I 42.80	26,007,428.76	I 33.75	I 09.73	I 12.42
Per mile operated—first main track	15,087.63	15,244.00	12,281.01	14,943.83	I 21.68	13,612.42	I 10.84	D 07.72	D 06.76
Per mile operated—all main tracks	12,076.71	12,235.50	10,764.10	12,199.63	I 13.34	11,481.86	I 05.18	I 09.44	I 08.25
Per mile operated—all tracks	9,128.84	9,177.18	8,077.80	9,214.11	I 14.07	8,645.96	I 5.59	I 09.07	D 08.59
B—EXPENSES:									
Maintenance of way and structures	$3,981,645.67	$4,342,744.60	$2,471,414.49	$3,533,274.49	I 42.97	$3,002,344.49	I 32.62	I 17.42	I 28.07
Per mile operated—first main track	1,727.02	1,857.70	1,419.01	1,722.05	I 21.36	1,570.53	I 09.96	D 01.26	I 06.21
Per mile operated—all main tracks	1,382.37	1,491.07	1,245.02	1,405.76	I 12.91	1,325.38	I 04.30	D 03.10	I 04.52
Per mile operated—all tracks	1,044.94	1,118.37	933.10	1,061.97	I 13.81	997.58	I 04.75	D 02.70	I 04.14
Ratio to total operating revenue	11.45	12.19	11.54	11.55	....	11.54	D 00.78	I 07.01	I 13.93
Ratio to total operating expenses	17.22	17.40	18.20	17.78	D 02.31	17.95	D 04.07	D 01.43	D 00.40
Maintenance of equipment	6,724,459.75	7,275,439.48	3,912,597.35	5,854,670.13	I 49.64	4,883,633.74	I 37.69	I 14.78	I 24.18
Ratio to total operating revenue	19.33	20.41	18.26	19.14	I 04.82	18.78	I 02.93	I 04.60	I 10.44
Ratio to total operating expenses	29.08	29.15	28.81	29.47	I 02.29	29.20	D 00.41	D 03.68	D 03.44
Traffic expenses	636,966.92	669,016.32	....	544,902.39	....	272,451.19	I 133.79	I 19.01	I 25.00
Ratio to total operating revenue	1.83	1.88	....	1.78	....	1.05	I 74.29	I 08.28	I 11.24
Ratio to total operating expenses	2.75	2.68	....	2.74	....	1.63	I 68.71	D 00.36	D 02.90
Transportation expenses	10,503,415.25	11,380,998.32	6,800,483.66	8,827,149.91	I 29.80	7,813,816.79	I 34.42	I 23.43	I 33.75
Ratio to total operating revenue	30.19	31.94	31.74	28.85	D 09.10	30.04	I 00.50	I 12.50	I 01.90
Ratio to total operating expenses	45.42	45.61	50.07	44.42	D 11.28	46.72	D 02.78	I 03.60	I 04.04
General expenses	789,193.45	783,361.59	396,183.66	647,610.12	I 63.46	521,896.89	I 51.22	I 22.89	I 21.97
Ratio to total operating revenue	2.27	2.20	1.85	2.12	I 14.59	2.01	I 12.94	I 11.82	I 08.38
Ratio to total operating expenses	3.41	3.14	2.92	3.26	I 11.64	3.12	I 09.29	I 03.02	D 05.14
Outside operation expenses	489,611.13	504,546.70	....	463,547.96	....	231,773.98	I 111.25	I 03.71	I 06.87
Total operating expenses	23,125,292.17	24,956,107.01	13,580,679.16	19,871,155.00	I 46.32	16,725,917.08	I 38.26	I 19.51	I 28.58

Ratio to total operating revenue	66.48	70.03	63.39	64.96	I 2.48	64.31	I 03.37	I 08.57	I 14.37
Ratio to total operating expenses	100.00	100.00	100.00	100.00		100.00			
C—TAXES:									
Per mile owned—first main track	$485.02	$649.45	$359.78	$491.23	I 36.54	$425.50	I 13.99	D 2.11	I 31.07
Per mile owned—all main tracks	394.88	530.03	317.41	410.84	I 29.44	364.13	I 8.45	D 4.90	I 27.64
Per mile owned—all tracks	289.90	385.78	230.39	300.42	I 30.40	265.40	I 9.23	D 4.29	I 27.37
Ratio to total operating revenue	2.92	3.86	2.60	2.97	I 14.23	2.79	I 4.66	I 5.80	I 39.86
D—REPAIRS, RENEWALS AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	$2,394,736.32	$2,542,981.92	$1,143,542.87	$1,920,607.23	I 67.95	$1,532,075.05	I 56.31	I 29.23	I 37.23
Cost per 100 pounds tractive power	8.6257	8.2188	7.0509	7.7553	I 9.99	7.4031	I 4.19	I 6.62	I 1.59
Average cost per locomotive	3,019.84	3,135.61	2,039.52	2,640.34	I 29.46	2,339.93	I 29.06	I 13.91	I 18.28
Passenger-train cars	348,468.80	356,929.36	258,204.47	302,549.70	I 17.17	280,377.08	I 24.29	I 28.99	I 32.12
Average cost per passenger car	934.23	946.76	970.60	923.82	D 4.82	947.21	D 1.37	I 5.82	I 7.24
Freight-train cars	3,508,197.72	3,842,350.39	2,217,879.99	3,258,925.31	I 46.94	2,738,402.65	I 28.11	I 3.32	I 13.16
Average cost per freight car	79.51	89.25	85.44	84.76	D 00.80	85.10	D 6.57	D 11.49	D 00.65
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$2,141,333.86	$2,127,969.45		$1,693,056.57				I 30.98	I 30.17
Cost per 100 pounds tractive power	7.7130	6.8775		6.9349				I 8.07	D 3.77
Average cost per locomotive	2,700.29	2,623.88		2,324.90				I 15.46	I 12.19
Passenger-train cars	313,036.59	318,319.03		266,008.34				I 29.80	I 31.26
Average cost per passenger car	839.24	844.35		810.61				I 15.89	I 6.54
Freight train cars	2,882,810.06	3,018,581.55		2,605,253.33				I 10.48	I 15.69
Average cost per freight car	65.33	70.11		67.65				D 5.36	I 1.56
F—STATISTICS:									
Number of passengers carried 1 mile	252,397,519	267,044,325	192,801,201	247,359,921	I 28.30	220,085,561	I 14.68	I 11.33	I 17.79
Average rate per passenger per mile	$.02181	$.02194	$.02086	$.02082	D 1.91	$.02084	I 4.65	D 1.13	D 00.54
Number of tons of revenue freight carried 1 mile	6,692,114,437	6,694,879,287	3,757,946,562	5,703,759,671	I 51.78	4,730,853,116	I 41.46	I 9.29	I 9.34
Average rate per ton per mile	$.00407	$.00412	$.00445	$.00415	D 6.74	$.00430	D 3.35		I 1.23
Average revenue tons per car per mile	30.3	29.8	25.2	29.8	I 18.25	27.5	I 10.18	D 00.99	D 2.61
Average revenue tons per train per mile	756	843	548	682	I 24.45	615	I 22.93	I 7.85	I 20.26

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[1] Includes the Chesapeake & Ohio Ry. Co. of Indiana.

Shriver Exhibit No. 1—Continued.

Chicago, Indianapolis & Louisville Ry. Co.

[D denotes decrease or deficit; I, increase.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 19.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—**Mileage**:									
1. Owned—miles of first main track	518.07	518.07	518.07	518.01	526.32	577.71	577.71	577.71	577.71
2. Owned—miles of all main tracks	518.07	518.07	518.07	518.01	526.32	577.71	577.71	577.71	577.71
3. Owned—miles of all tracks	695.58	711.30	721.25	723.77	739.49	792.03	806.24	816.10	826.87
4. Operated—miles of first main track	553.61	591.51	591.51	591.45	599.76	615.75	615.75	615.75	616.63
5. Operated—miles of all main tracks	553.61	591.51	591.51	591.45	599.76	615.75	615.75	615.75	616.63
6. Operated—miles of all tracks	731.12	795.88	805.90	810.11	814.52	841.66	845.87	854.14	865.79
B—**Total capital obligations**	$28,939,700	$28,938,008	$28,937,957	$28,937,957	$29,312,957	$29,312,957	$30,234,957	$30,446,957	$31,816,150
Per mile owned—first main track	55,860	55,857	55,857	55,864	55,694	50,740	52,336	52,703	55,073
Per mile owned—all main tracks	55,860	55,857	55,857	55,864	55,694	50,740	52,336	52,703	55,073
Per mile owned—all tracks	41,605	40,683	40,122	39,982	39,639	37,010	37,501	37,308	38,478
Capital stock	$15,497,700	$15,496,758	$15,496,707	$15,496,707	$15,496,707	$15,496,707	$15,496,707	$15,496,707	$15,489,150
Increase over previous year	....	D 942	D 51	....	....	....	....	....	D 7,557
Funded debt, including notes issued for capital obligations	$13,442,000	$13,441,250	$13,441,250	$13,441,250	$13,816,250	$13,816,250	$14,738,250	$14,950,250	$16,327,000
Increase over previous year	D 16,085	D 750	....	....	375,000	....	922,000	212,000	1,376,750
Ratio of capital stock to total capital obligations, per cent	53.55	53.55	53.55	53.55	52.87	52.87	51.25	50.90	48.68
C—**Property investment**[1]	$29,205,508	$29,463,580	$29,618,524	$29,945,818	$30,529,141	$32,045,741	$321404,702	$32,710,888	$34,938,229
Per mile owned—first main track	56,374	56,872	57,170	57,809	58,005	55,470	56,092	56,622	60,477
Per mile owned—all main tracks	56,374	56,872	57,170	57,809	58,005	55,470	56,092	56,622	60,477
Per mile owned—all tracks	41,987	41,422	41,066	41,375	41,283	40,460	40,192	40,082	42,254
Additions to property investment account	255,829	258,072	154,944	327,294	583,323	1,516,600	358,961	306,186	2,227,341
D—**Income account**:[2]									
Total operating revenue, including outside operations	$5,076,452	$5,308,413	$5,614,948	$5,921,001	$5,988,866	$5,167,160	$5,319,386	$6,020,242	$6,186,879
Total operating expenses, including outside operations	3,034,436	3,307,192	3,456,033	3,646,029	3,811,610	3,766,391	3,653,779	3,948,132	4,257,165
Net operating revenue, including outside operations	2,042,016	2,001,221	2,158,915	2,274,972	2,177,256	1,400,769	1,665,607	2,072,110	1,929,714
Tax accruals	192,173	210,678	208,217	199,910	243,970	258,395	260,814	268,653	268,445

Operating income	1,849,843	1,790,543	1,950,698	2,075,062	1,933,286	1,142,374	1,404,793	1,803,457	1,661,269
Other income relating to operation									
Hire of equipment—Cr	99,929	93,912	29,011	50,943	25,776	40,613	7,718	12,708	
Joint facilities—Cr	12,978	12,978	12,978	26,948	51,000	48,694	52,841	50,183	36,120
Miscellaneous rents—Cr				2,236	3,496			1,400	
Total	1,962,750	1,897,433	1,992,687	2,155,189	2,013,558	1,231,684	1,465,352	1,867,748	1,697,389
Deductions from income relating to operation									
Hire of equipment—Dr									8,344
Joint facilities—Dr	224,521	250,351	253,421	422,276	466,970	245,632	308,784	332,055	342,834
Miscellaneous rents—Dr									
Total	224,521	250,351	253,421	422,276	466,970	245,632	308,784	332,055	351,178
Net operating income	1,738,229	1,647,082	1,739,266	1,732,913	1,546,588	986,049	1,156,568	1,535,693	1,346,211
Per cent on property investment	5.95	5.59	5.87	5.79	5.07	3.08	3.57	4.69	3.85
Other income	143,101	244,381	147,782	236,825	162,939	160,308	148,190	201,525	149,087
Total income	1,881,330	1,891,463	1,887,048	1,969,738	1,709,527	1,146,357	1,304,758	1,737,218	1,495,298
Other deductions									
Lease of roads									
Interest deductions	772,100	772,100	772,100	772,100	772,100	784,092	802,019	820,954	771,782
Miscellaneous other deductions								85	3,241
Total	772,100	772,100	772,100	772,100	772,100	784,092	802,019	821,039	775,023
Net corporate income for the year	1,109,230	1,119,363	1,114,948	1,197,638	937,427	362,265	502,739	916,179	720,275
Per cent on capital stock outstanding	7.16	7.22	7.19	7.73	6.05	2.34	3.24	5.91	4.65
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$1,978,758	$2,616,904	$3,275,350	$3,901,548	$4,647,436	$5,128,702	$5,069,398	$5,032,333	$5,409,459
Net corporate income for the year	1,109,230	1,119,363	1,114,948	1,197,638	937,427	362,265	502,739	916,179	720,275
Miscellaneous profit and loss items—net	Dr 8,584	Cr 1,583		Cr 63,250	Cr 58,839	93,333	Dr 11,830	Cr 2,051	Cr 1,089,475
Total surplus	3,079,404	3,737,850	4,390,298	5,162,436	5,643,702	5,584,301	5,560,307	5,950,563	7,219,209
Dividends declared	462,500	462,500	488,750	515,000	515,000	514,902	527,974	541,104	541,129
Per cent on capital stock outstanding	2.98	2.98	3.15	3.32	3.32	3.32	3.41	3.49	3.49
Additions, betterments, and permanent improvements appropriations									1,152,122
Sinking and special reserve funds appropriations									
Total surplus appropriated									1,693,251
Unappropriated surplus carried over to the following year	$2,616,904	$3,275,350	$3,901,548	$4,647,436	$5,128,702	$5,069,398	$5,032,333	$5,409,459	$5,525,958

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Chicago, Indianapolis & Louisville Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	577.71	577.71	519.71	577.71	I 11.16	548.71	I 5.29		
2. Owned—miles of all main tracks	577.71	577.71	519.71	577.71	I 11.16	548.71	I 5.29		
3. Owned—miles of all tracks	841.67	849.92	718.28	816.58	I 13.69	767.43	I 9.67	I 3.13	I 4.14
4. Operated—miles of first main track	616.60	616.60	585.57	616.10	I 5.21	600.84	I 2.62	I .14	I .14
5. Operated—miles of all main tracks	616.60	616.60	585.57	616.10	I 5.21	600.84	I 2.62	I .14	I .14
6. Operated—miles of all tracks	882.15	890.40	791.51	857.92	I 8.39	824.72	I 6.96	I 3.28	I 4.25
B—TOTAL CAPITAL OBLIGATIONS	$32,755,150	$33,188,150	$29,013,316	$30,913,234	I 6.55	$29,963,275	I 9.32	I 7.58	I 9.00
Per mile owned—first main track	56,698	57,448	55,826	53,510	D 4.15	54,606	I 3.83	I 7.58	I 9.00
Per mile owned—all main tracks	56,698	57,448	55,826	53,510	D 4.15	54,606	I 3.83	I 7.58	I 9.00
Per mile owned—all tracks	38,917	39,049	36,656	37,857	I 3.28	39,044	D .33	I 4.31	I 4.67
Capital stock	$15,489,150	$15,489,150	$15,496,916	$15,493,684	D .92	$15,495,300	D .04	D .05	D .05
Increase over previous year			D 199	D 1,511	D 659.30	D 855			
Funded debt, including notes issued for capital obligations	$17,266,000	$17,699,000	$13,516,400	$15,419,550	I 14.08	$14,467,975	I 19.34	I 15.49	I 18.39
Income over previous year	939,000	433,000	71,633	689,950	I 863.17	380.791	I 146.59	I 342.92	I 104.25
Ratio of capital stock to total capital obligations, per cent	47.29	46.67	53.41	50.12	D6.16	51.71	D 8.55	D 7.09	D 8.31
C—PROPERTY INVESTMENT:[1]	$36,597,763	$38,146,794	$29,752,514	$33,739,465	I 13.40	$31,745,990	I 15.28	I 11.88	I 16.62
Per mile owned—first main track	63,350	66,031	57,248	58,402	I 2.02	57,855	I 9.50	I 11.88	I 16.62
Per mile owned—all main tracks	63,350	66,031	57,248	58,402	I 2.02	57,855	I 9.50	I 11.88	I 16.62
Per mile owned—all tracks	43,482	44,883	37,589	41,318	I 9.92	41,367	I 5.11	I 8.48	I 11.98
Additions to property investment account	1,659,534	1,549,031	315,892	1,213,724	I 284.22	764,808	I 116.99	I 442.00	I 405.91
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	$6,503,652	$6,985,944	$5,581,936	$5,839,464	I 4.61	$5,710,700	I 13.89	I 8.03	I 16.04
Total operating expenses, including outside operations	4,775,209	5,103,935	3,451,060	4,080,135	I 18.23	3,765,598	I 26.81	I 20.96	I 29.27
Net operating revenue, including outside operations	1,728,443	1,882,009	2,130,876	1,759,329	D 17.44	1,945,102	D 11.14	D 16.59	D 9.17
Tax accruals	278,144	294,039	210,990	266,890	I 26.49	238,940	I 16.41	I 3.53	I 9.45
Operating income	1,450,299	1,587,970	1,919,886	1,492,439	D 22.26	1,706,162	D 15.00	D 19.58	D 11.95
Other income relating to operation									

Hire of equipment—Cr.		36,743	59,914	12,207	D 79.63	36,060	D 100.00	D 100.00	I 189.13
Joint facilities—Cr.	38,526	38,221	23,376	45,274	I 93.68	34,325	I 12.24	D 23.23	D 23.84
Miscellaneous rents—Cr.			1,146	280	D 75.57	713	D 100.00	D 100.00	D 100.00
Total	1,488,825	1,662,934	2,004,322	1,550,200	D 22.66	1,777,260	D 16.23	D 20.29	D 10.97
Deductions from income relating to operation.									
Hire of equipment—Dr.	77,895			17,248		8,624	I 803.24		
Joint facilities—Cr.	356,812	436,486	323,508	317,223	D 1.94	320,366	I 11.38	I 7.46	I 31.45
Miscellaneous rents—Dr.									
Total	434,707	436,486	323,508	334,471	I 3.39	328,990	I 32.13	I 30.91	I 31,45
Net operating income	1,054,118	1,226,448	1,680,816	1,215,728	D 27.67	1,448,272	D 27.22	D 31.36	D 20.14
Per cent on property investment	2.88	3.22	5.65	3.60	D 36.28	4.58	D 37.12	D 38.59	D 31.34
Other income	184,342	226,773	187,006	168,690	D 9.79	177,848	I 3.65	D 8.53	I 12.53
Total income	1,238,460	1,453,221	1,867,822	1,384,418	D 25.88	1,626,120	D 23.84	D 28.71	D 16.35
Other deductions									
Lease of roads									
Interest deductions	779,142	850,951	772,100	791,598	I 2.53	781,849	D .35	D 5.09	I 3.65
Miscellaneous other deductions				665	I 100.00	333	D 100.00	D 100.00	D 100.00
Total	779,142	850,951	772,100	792,263	I 2.61	782,182	D .39	D 5.10	I 3.64
Net corporate income for the year	459,318	602,270	1,095,721	592,155	D 45.96	843,938	D 45.57	D 49.87	D 34.26
Per cent on capital stock outstanding	2.97	3.89	7.07	3.82	D 45.97	5.45	D 45.50	D 49.75	D 34.18
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$5,525,958	$4,300,205	$3,283,999	$5,233,170	I 59.35	$4,258,585	I 29.76	I 9.81	D 14.55
Net corporate income for the year	459,318	602,270	1,095,721	592,155	D 45.96	843,938	D 45.57	D 49.87	D 34.26
Miscellaneous profit and loss items—net	Dr 393,271	Dr 363,307	Cr 23,018	Cr 155,952	I 577.52	Cr 89,485	D 539.48	D 19,274.59	D 17,813.65
Total surplus	5,592,005	4,539,168	4,402,738	5,981,277	I 35.85	5,192,008	I 7.70	D 60.26	D 23.72
Dividends declared	541,129	540,888	488,750	533,248	I 9.10	510,999	I 5.90	I .005	D .04
Per cent on capital stock outstanding	3.49	3.49	3.15	3.44	I 9.21	3.30	I 5.76		
Additions, betterments, and permanent improvements appropriations	750,671	1,323,510							
Sinking and special reserve funds appropriations									
Total surplus appropriated	1,291,800	1,864,399							
Unappropriated surplus carried over to the following year	$4,300,205	$2,674,769	$3,913,988	$5,067,471	I 29.47	$4,490,730	D 4.24	D 20.51	D 50.55

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr.," have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Chicago, Indianapolis & Louisville Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 20.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$3,537,950	$3,742,820	$4,007,438	$4,166,413	$4,199,673	$3,382,360	$3,482,685	$4,063,422	$4,054,115
Passenger revenue	1,235,136	1,239,101	1,265,190	1,402,347	1,432,978	1,329,973	1,349,547	1,449,074	1,576,659
Mail revenue	149,451	170,415	170,246	172,420	170,891	177,447	181,970	181,278	180,742
Express revenue	108,255	110,650	125,001	128,150	133,083	130,042	128,975	140,257	156,224
Other transportation revenue	43,044	42,825	44,392	48,953	48,699	113,854	144,852	156,992	185,446
Revenue from operations other than transportation	2,616	2,602	2,681	2,718	3,542	33,484	31,357	29,219	33,693
Total operating revenue	$5,076,452	$5,308,413	$5,614,948	$5,921,001	$5,988,866	$5,167,160	$5,319,386	$6,020,242	$6,186.879
Per mile operated—first main track	9,170	8,974	9,493	10,011	9,985	8,392	8,639	9,777	10,033
Per mile operated—all main tracks	9,170	8,974	9,493	10,011	9,985	8,392	8,639	9,777	10,033
Per mile operated—all tracks	6,943	6,670	6,967	7,309	7,353	6,139	6,289	7,048	7,146
B—EXPENSES:									
Maintenance of way and structures	$637,979	$675,945	$772,002	$785,278	$837,805	$822,557	$777,957	$792,967	$799,007
Per mile operated—first main track	1,152	1,143	1,305	1,328	1,397	1,336	1,263	1,288	1,296
Per mile operated—all main tracks	1,152	1,143	1,305	1,328	1,397	1,336	1,263	1,288	1,296
Per mile operated—all tracks	873	849	958	968	1,029	977	920	928	923
Ratio to total operating revenue	12.57	12.73	13.75	13.26	13.99	15.92	14.62	13.17	12.91
Ratio to total operating expenses	21.02	20.44	22.34	21.53	21.96	21.84	21.29	20.08	18.77
Maintenance of equipment	$642,043	$735,876	$715,556	$812,257	$839,466	$840,518	$796,980	$822,784	$878,721
Ratio to total operating revenue	12.65	13.86	12.74	13.72	14.02	16.27	15.47	13.67	14.20
Ratio to total operating expenses	21.16	22.25	20.70	22.28	22.02	22.32	22.52	20.84	20.64
Traffic expenses						139,689	152,177	175,640	201,556
Ratio to total operating revenue						2.70	2.86	2.92	3.26
Ratio to total operating expenses						3.71	4.16	4.45	4.73
Transportation expenses	$1,611,250	$1,750,823	$1,821,674	$1,915,441	$1,993,962	$1,798,901	$1,761,205	$1,973,814	$2,193,183
Ratio to total operating revenue	31.74	32.98	32.44	32.35	33.29	34.81	33.11	32.79	35.45
Ratio to total operating expenses	53.10	52.94	52.71	52.53	52.31	47.66	48.20	49.99	51.52
General expenses	$143,164	$144,548	$46,801	$133,053	$140,377	$159,726	$165,460	$182,927	$184,693
Ratio to total operating revenue	2.82	2.72	2.61	2.26	2.34	3.09	3.11	3.04	2.99
Ratio to total operating expenses	4.72	4.37	4.25	3.65	3.68	4.24	4.53	4.63	4.34
Total operating expenses	$3,034,436	$3,307,192	$3,456,083	$3,646,029	$3,811,610	$3,766,391	$3,653,779	$3,948,132	$4,257,165
Ratio to total operating revenue	59.77	62.30	61.55	61.58	63.64	72.89	68.69	65.58	68.81
Ratio to total operating expenses									

C—Taxes:									
Per mile owned—first main track	$371	$407	$402	$386	$464	$547	$451	$465	$466
Per mile owned—all main tracks	371	407	402	386	464	547	451	465	466
Per mile owned—all tracks	276	296	289	276	330	326	323	329	326
Ratio to total operating revenue	3.79	3.97	3.71	3.38	4.07	5.00	4.90	4.46	4.31
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	$268,445	$294,444	$278,360	$307,818	$352,032	$303,312	$299,061	$330,528	$378,254
Cost per 100 pounds tractive power	11.14	11.32	10.32	9.73	10.94	9.22	9.19	9.94	9.76
Average cost per locomotive	2,856	2,974	2,729	2,631	2,958	2,507	2,513	2,709	2,761
Passenger-train cars	59,660	96,167	83,171	98,930	103,332	88,938	93,043	96,835	94,464
Average cost per passenger car	719	1118	924	1052	1003	847	870	880	859
Freight-train cars	260,595	293,234	307,262	357,476	336,786	394,042	356,636	345,001	343,261
Average cost per freight car	42	49	51	62	62	71	59	58	57
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	$226,445	$252,444	$236,360	$265,818	$310,032	$260,359	$254,238	$287,839	$345,853
Cost per 100 pounds tractive power	9.40	9.71	8.82	8.40	9.64	7.92	7.81	8.66	8.92
Average cost per locomotive	2,409	2,550	2.317	2,272	2,605	2,152	2,136	2,359	2,524
Passenger-train cars	47,660	84,167	71,171	86,930	85,332	73,095	77,510	80,605	80,201
Average cost per passenger car	574	979	791	925	828	696	724	733	729
Freight-train cars	176,595	209,234	223,262	273,476	252,786	257,265	264,585	267,478	294,501
Average cost per freight car	28	35	37	47	47	48	44	45	49
F—Statistics:									
Number of passengers carried 1 mile	60,999,175	59,099,156	61,336,433	67,620,774	70,686,044	71,871,428	75,038,705	80,049,334	86,486,178
Average rate per passenger per mile	.02025	.02097	.02061	.02074	.02027	.01850	.01798	.01810	.01824
Number of tons of revenue freight carried 1 mile	454,966,020	453,014,189	507,057,960	523,222,865	518,537,103	411,381,977	422,369,861	526,836,807	485,074,802
Average rate per ton per mile	.00778	.00826	.00790	.00796	.00810	.00822	.00825	.00773	.00836
Average revenue tons per car per mile	16.69	16.67	17.09	17.53	17.76	17.05	17.93	20.03	19.30
Average revenue tons per train per mile	294.20	283.70	308.49	305.83	302.56	270.42	300.46	341.27	313.37

SHRIVER EXHIBIT No. 1—Continued.

Chicago, Indianapolis & Louisville Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$4,257,161	$4,682,584	$3,930,859	$3,847,949	D 2.11	$3,889,404	I 9.46	I 4.77	I 15.24
Passenger revenue	1,646,207	1,648,883	1,314,950	1,470,291	I 11.81	1,392,620	I 18.21	I 13.60	I 13.79
Mail revenue	150,843	139,395	166,684	174,456	I 4.66	170,571	D 11.57	D 16.79	D 23.10
Express revenue	179,605	204,576	121,028	147,022	I 21.44	134,025	I 34.01	I 28.05	I 45.86
Other transportation revenue	232,562	248,385	45,583	166,741	I 265.79	106,162	I 11.91	I 48.14	I 58.22
Revenue from operations other than transportation	37,274	62,121	2,832	33,005	I 1,065.43	17,918	I 108.03	I 27.57	I 112.60
Total operating revenue	$6,503,652	$6,985,944	$5,581,936	$5,839,464	I 4.61	5,710,700	I 13.89	I 8.03	I 16.04
Per mile operated—first main track	10,547	11,330	9,532	9,478	D .57	9,505	I 10.96	I 7.88	I 15.88
Per mile operated—all main tracks	10,547	11,330	9,532	9,478	D .57	9,505	I 10.96	I 7.88	I 15.88
Per mile operated—all tracks	7,372	7,846	7,052	6,807	D 3.47	6,924	I 6.47	I 4.60	I 11.32
B—EXPENSES:									
Maintenance of way and structures	$904,878	$1,069,198	$741,802	$820,473	I 10.61	$781,138	I 15.84	I 14.11	I 34.84
Per mile operated—first main track	1,467	1,734	1,267	1,332	I 5.13	1,300	I 12.85	I 13.90	I 34.63
Per mile operated—all main tracks	1,467	1,734	1,267	1,332	I 5.13	1,300	I 12.85	I 13.90	I 34.63
Per mile operated—all tracks	1026	1,201	937	956	I 2.03	947	I 8.34	I 10.56	I 29.42
Ratio to total operating revenue	13.91	15.30	13.29	14.05	I 5.72	13.68	I 1.68	I 5.62	I 16.17
Ratio to total operating expenses	18.95	20.95	21.49	20.11	D 6.42	20.74	D 8.63	D 5.63	I 4.33
Maintenance of equipment	$953,341	$982,051	$749,040	$858,469	I 14.61	803,755	I 18.61	I 15.87	I 19.36
Ratio to total operating revenue	14.66	14.06	13.42	14.70	I 9.54	14.07	I 4.19	I 7.24	I 2.85
Ratio to total operating expenses	19.96	19.24	21.70	21.04	D 3.04	21.33	D 6.42	D 4.22	D 7.68
Traffic expenses	210,466	216,674	....	175,906	I 100.00	87,953	I 139.29	I 19.83	I 23.36
Ratio to total operating revenue	3.24	3.10	....	3.01	I 100.00	1.54	I 110.39	I 10.96	I 6.16
Ratio to total operating expenses	4.41	4.25	....	4.31	I 100.00	2.34	I 88.46	D 8.99	D 4.49
Transportation expenses	$2,529,722	$2,656,417	$1,818,630	$2,051,365	I 12.80	1,934,998	I 30.74	I 28.16	I 34.58
Ratio to total operating revenue	38.90	38.03	32.58	35.13	I 7.83	33.88	I 14.82	I 18.63	I 15.98
Ratio to total operating expenses	52.98	52.05	52.70	50.28	D 4.59	51.39	I 3.09	I 5.98	I 4.12
General expenses	$176,802	$179,595	$141,588	$173,922	I 22.84	157,754	I 12.07	D 3.35	D 1.82
Ratio to total operating revenue	2.72	2.57	2.54	2.98	I 17.32	2.76	D 1.45	D 10.53	D 15.46
Ratio to total operating expenses	3.70	3.52	4.10	4.26	I 3.90	4.19	D 11.69	D 20.09	D 23.97
Total operating expenses	$4,775,209	$5,103,935	$3,451,060	$4,080,135	I 18.23	3,765,598	I 26.81	I 20.95	I 29.27
Ratio to total operating revenue	73.42	73.06	61.83	69.87	I 13.00	65.94	I 11.34	I 11.95	I 11.41
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—Taxes:									
Per mile owned—first main track	$481	$509	$406	$462	I 13.79	$435	I 10.57	I 3.44	I 9.46
Per mile owned—all main tracks	481	509	406	462	I 13.79	435	I 10.57	I 3.44	I 9.46
Per mile owned—all tracks	330	346	267	327	I 22.47	311	I 6.11	I .30	I 5.17
Ratio to total operating revenue	4.28	4.21	3.78	4.57	I 20.90	4.18	I 2.39	D 4.04	D 5.61
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	$429,716	$477,555	$300,220	$348,174	I 15.97	$324,197	I 32.55	I 30.01	I 44.48
Cost per 100 pounds tractive power	10.29	10.00	10.67	9.71	D 9.00	10.13	I 1.58	I 3.52	I .60
Average cost per locomotive	3,160	3,316	2,832	2,742	D 3.18	2,771	I 14.04	I 16.65	I 22.41
Passenger-train cars	84,815	71,749	88,252	91,619	I 3.82	89,936	D 5.69	D 12.41	D 25.91
Average cost per passenger car	744	579	970	841	D 13.30	899	D 17.24	D 15.45	D 34.20
Freight-train cars	362,837	357,619	311,071	360,355	I 15.84	335,713	I 8.08	I 5.17	I 3.66
Average cost per freight car	53	51	53	59	I 11.32	56	D 5.36	D 8.62	D 12.07
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	$395,813	$473,244	$258,220	$308,820	I 19.60	$283,520	I 39.61	I 37.51	I 64.41
Cost per 100 pounds tractive power	9.48	9.91	9.18	8.62	D 6.10	8.86	I 7.00	I 9.47	I 14.43
Average cost per locomotive	2,910	3,286	2,436	2,432	D .16	2,423	I 20.10	I 23.36	I 39.30
Passenger-train cars	67,634	67,161	75,052	75,809	I 10.09	75,431	D 10.34	D 16.09	D 16.68
Average cost per passenger car	593	542	847	695	D 17.95	754	D 21.35	D 19.10	D 26.06
Freight-train cars	290,383	336,695	227,071	274,842	I 21.04	250,957	I 15.71	I 8.56	I 25.88
Average cost per freight car	42	48	38	45	I 18.42	42	....	D 6.66	I 6.67
F—Statistics:									
Number of passengers carried 1 mile	88,358,953	87,845,361	63,948,316	80,350,920	I 25.65	72,149,618	I 22.47	I 10.38	I 9.74
Average rate per passenger per mile	.01863	.01877	.02057	.01829	D 11.08	.01943	D 4.12	I 2.93	I 3.70
Number of tons of revenue freight carried 1 mile	515,420,460	628,732,955	491,359,627	472,016,781	D 3.94	481,688,204	I 7.00	D 1.98	I 19.57
Average rate per ton per mile	.00826	.00745	.00800	.00816	I 2.00	.00808	I 2.23	I 6.86	D 3.62
Average revenue tons per car per mile	18.47	20.07	17.15	18.56	I 8.22	17.86	I 3.42	D 7.79	I .20
Average revenue tons per train per mile	307.25	382.70	298.96	306.55	I 2.54	302.76	I 1.48	D 9.97	I 12.14

SHRIVER EXHIBIT No. 1—Continued.

Chicago, Terre Haute & Southeastern R. R. Co.

[D denotes deficit or decrease.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 21.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	165.80	166.06	196.49	196.46	236.68	346.98	346.98	347.01	351.07
2. Owned—miles of all main tracks	165.80	166.06	196.49	205.83	246.45	363.53	363.53	363.56	367.61
3. Owned—miles of all tracks	211.68	241.60	319.75	356.43	393.27	533.55	536.03	536.79	535.16
4. Operated—miles of first main track	166.10	166.36	196.79	196.76	236.68	346.98	346.98	347.01	351.07
5. Operated—miles of all main tracks	166.10	166.36	196.79	206.13	246.40	363.53	363.53	363.53	367.61
6. Operated—miles of all tracks	211.98	241.90	320.05	356.73	393.27	533.55	536.03	536.79	535.16
B—TOTAL CAPITAL OBLIGATIONS	8,811,779.35	11,228,703.96	15,067,651.53	22,287,308.36	22,702,495.43	28,093,725.69	28,031,330.63	27,831,615.82	22,075,750.00
Per mile owned—first main track	53,147.04	67,618.35	76,684.06	113,444.51	95,920.63	80,966.41	80,786.59	80,204.07	62,881.33
Per mile owned—all main tracks	53,147.04	67,618.35	76,684.06	108,280.17	92,136.75	77,280.35	77,108.71	76,553.02	60,052.09
Per mile owned—all tracks	41,627.83	46,476.42	47,123.23	62,529.27	57,727.50	52,654.34	52,294.33	51,848.24	41,250.75
Capital stock	3,750,000.00	4,250,000.00	6,250,000.00	11,250,000.00	11,250,000.00	12,750,000.00	12,750,000.00	12,750,000.00	4,300,000.00
Increase over previous year		500,000.00	2,000,000.00	5,000,000.00		1,500,000.00			D8,450,000.00
Funded debt, including notes issued for capital obligations	5,061,779.35	6,978,703.96	8,817,651.53	11,037,308.36	11,452,495.43	15,343,725.69	15,281,330.63	15,081,615.82	17,775,7500.0
Increase over previous year	1,083,637.19	1,916,924.61	1,838,947.57	2,219,656.83	415,187.07	3,891,230.26	D 62,395.06	D 199,714.81	2,694,134.18
Ratio of capital stock to total capital obligations, per cent	425.6	37.85	41.48	50.48	49.55	45.38	45.48	45.81	19.48
C—PROPERTY INVESTMENT [1]	9,440,825.67	11,388,450.43	13,852,033.41	17,109,431.49	17,197,505.49	24,871,383.73	25,016,121.55	25,203,492.39	21,597,701.00
Per mile owned—first main track	56,941.05	68,580.33	70,497.39	87,088.63	72,661.46	71,679.59	72,096.72	72,630.45	61,519.64
Per mile owned—all main tracks	56,941.05	68,580.33	70,497.39	83,124.09	69,795.07	68,416.32	68,814.46	69,324.16	58,751.67
Per mile owned—all tracks	44,599.52	47,137.63	43,321.45	48,002.22	43,729.51	46,614.91	46,669.26	46,952.24	40,357.47
Additions to property investment account	1,444,175.86	1,947,624.76	2,463,582.98	3,257,398.08	88,074.00	7,673,878.26	144,737.80	187,370.84	D3,605,791.39
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	806,799.12	1,089,381.24	1,157,281.86	1,154,599.46	1,201,523.11	1,288,699.22	1,442,315.24	1,904,097.38	2,001,209.77
Total operating expenses, including outside operations	445,806.05	711,255.30	770,306.49	835,564.10	893,475.64	1,152,221.74	926,290.51	1,190,505.77	1,398,780.15
Net operating revenue, including outside operations	360,993.07	378,125.94	386,975.37	319,035.36	308,047.47	136,477.48	516,024.73	713,591.61	602,429.62
Tax accruals	33,260.90	39,736.22	43,316.55	64,802.10	83,142.80	81,346.27	101,163.55	108,542.00	106,146.00

Operating income	27,732.17	338,389.72	343,658.82	254,283.26	224,904.64	55,131.21	414,861.18	605,049.61	496,283.62
Other income relating to operation.									
Hire of equipment—Cr.	122,443.77	178,590.29	197,896.57	276,128.13	385,015.34	429,423.46	122,219.75	220,639.22	200,955.43
Joint facilities—Cr.						2,337.18	12,433.80	13,106.68	10,691.52
Miscellaneous rents—Cr.	3,129.06	3,417.14	3,724.85	3,328.07	3,793.62	3,865.23	3,800.98	4,129.43	3,559.76
Total	453,305.00	520,397.15	545,280.24	533,689.46	613,713.63	490,757.08	553,315.71	842,925.04	711,490.33
Deductions from income relating to operation.									
Hire of equipment—Dr.					3,263.90			1,998.03	4,391.03
Joint facilities—Dr.	4,539.27	5,370.03	5,914.60	8,024.83	7,367.94	2,796.85	2,462.90	25,229.40	8,787.15
Miscellaneous rents—Dr.						252.64			
Total	4,539.27	5,370.03	5,914.60	8,024.83	10,631.84	3,049.48	2,462.90	27,227.43	13,178.18
Net operating income	448,765.73	515,027.12	539,365.64	525,664.63	603,081.79	487,707.59	550,852.81	815,697.61	698,312.15
Per cent on property investment	4.76	4.52	3.89	3.07	3.51	1.96	2.22	3.24	3.23
Other income			9.00	36.00	10,030.00	270.29	615.86	4,868.03	7,372.66
Total income	448,765.73	515,027.12	539,374.64	525,700.63	613,111.79	487,977.88	551,468.67	820,565.64	705,684.81
Other deductions.									
Lease of roads									1,200.00
Interest deductions	166,338.88	207,592.29	283,256.41	387,425.14	464,291.86	503,300.41	103,320.29	47,633.99	140,814.52
Miscellaneous other deductions									
Total	166,338.88	207,592.29	283,256.41	387,425.14	464,291.86	503,300.41	103,320.29	47,633.99	142,014.52
Net corporate income for the year	282,426.85	307,434.83	256,118.23	138,275.49	148,819.93	D 15,322.53	448,148.38	72,293.65	563,670.29
Per cent on capital stock outstanding	7.53	7.23	4.10	1.23	1.32	D 0.12	3.51	6.06	13.11
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	353,457.89	611,054.40	238,581.89	445,211.93	183,960.32	264,776.15	184,862.46	470,107.67	1,239,360.95
Net corporate income for the year	282,426.85	307,434.83	256,118.23	138,275.49	148,819.93	D 15,322.53	448,148.38	772,931.65	563,670.29
Miscellaneous profit and loss items—net	169.66	D 654,907.34	511.81	D 399,527.10	D 68,004.10	60,408.84	D 151,653.17	D 3,678.37	D1,650,695.28
Total surplus	636,054.40	263,581.89	495,211.93	183,960.32	264,776.15	309,862.46	481,357.67	1,239,360.95	152,335.96
Dividends declared	25,000.00	25,000.00	50,000.00			125,000.00	17,250.00		
Per cent on capital stock outstanding	.66	.59	.80			.98	.09		
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	611,054.40	238,581.89	445,211.93	183,960.32	264,776.15	184,862.46	470,107.67	1,239,360.95	152,335.96

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

Chicago, Terre Haute & Southeastern R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or Increase 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—Mileage:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	354.07	356.52	192.30	348.62	81.29	270.46	29.80	1.17	02.76
2. Owned—miles of all main tracks	367.61	373.11	196.12	365.17	86.20	280.64	30.99	1.11	2.63
3. Owned—miles of all tracks	540.69	547.48	304.55	536.44	76.14	420.50	28.58	.72	1.99
4. Operated—miles of first main track	351.07	356.57	192.54	348.62	81.06	270.58	29.75	1.17	2.76
5. Operated—miles of all main tracks	367.61	373.11	196.36	365.16	85.96	280.76	30.93	1.11	2.63
6. Operated—miles of all tracks	540.69	547.48	304.79	536.44	76.00	420.62	28.55	.72	1.99
B—Total capital obligations	22,449,600.00	23,280,055.00	16,019,587.73	25,696,404.43	60.41	20,857,996.08	7.64	D 19.34	D 16.35
Per mile owned—first main track	63,946.22	65,288.88	81,362.92	73,756.92	D 9.35	77,559.92	D 17.55	D 20.27	D 18.60
Per mile owned—all main tracks	61,069.07	62,394.62	79,573.27	70,412.65	D 11.51	74,992.96	D 18.57	D 20.23	D 18.49
Per mile owned—all tracks	41,520.28	42,522.20	51,096.85	47,913.59	D 6.23	49,505.22	D 16.13	D 19.92	D 17.99
Capital stock	4,300,000.00	4,300,000.00	7,350,000.00	9,370,000.00	27.48	8,260,000.00	D 48.56	D 66.27	D 66.27
Increase over previous year	....	....	1,500,000.00	D 1,390,000.00	D 192.66	55,000.00	....	....	....
Funded debt, including notes issued for capital obligations	18,149,600.00	18,980,055.00	8,669,587.73	16,326,404.43	88.32	12,497,996.08	45.22	20.34	25.85
Increase over previous year	373,850.00	830,455.00	1,494,870.65	1,339,420.92	D 10.40	1,417,145.78	D 73.62	287.19	515.82
Ratio of capital stock to total capital obligations, per cent	19.15	18.47	44.38	35.06	D 9.32	39.72	D 20.57	D 26.66	D 27.34
C—Property investment[1]	21,957,902.96	24,239,421.64	13,797,649.30	23,729,320.32	71.96	18,763,484.81	17.02	D 12.88	D 3.83
Per mile owned—first main track	62,345.65	67,979.42	71,153.77	68,094.41	D 4.30	69,624.09	D 10.17	D 18.89	D 6.40
Per mile owned—all main tracks	59,731.52	64,965.89	69,787.59	65,007.63	D 6.85	67,397.61	D 11.37	D 13.84	D 6.29
Per mile owned—all tracks	40,610.89	44,274.53	45,358.07	44,240.95	D 2.46	44,799.51	D 9.35	D 13.56	D 5.70
Additions to property investment account	360,201.96	2,281,518.68	1,840,171.14	952,079.49	D 48.26	1,396,125.31	D 74.20	92.24	1,117.65
D—Income account:[2]									
Total operating revenue, including outside operations	1,833,118.87	1,935,635.29	1,081,916.95	1,693,888.09	56.56	1,387,902.52	32.08	D 3.73	1.66
Total operating expenses, including outside operations	1,302,773.53	1,510,548.21	731,281.51	1,194,114.34	63.29	962,697.92	35.33	9.43	26.88
Net operating revenue, including outside operations	530,345.34	425,087.08	350,635.44	499,773.75	42.53	425,204.60	24.73	D 25.68	D 40.48
Tax accruals	104,400.00	120,000.00	52,851.71	100,319.55	89.81	76,585.63	36.32	D 3.82	10.56
Operating income	425,945.34	305,087.08	297,783.73	399,454.20	34.14	348,618.97	22.18	D 29.60	D 49.58

Other income relating to operation									
Hire of equipment—Cr.	304,814.67	465,157.17	232,014.82	255,610.52	10.17	243,812.67	25.02	38.15	110.82
Joint facilities—Cr.	13,454.93	13,981.87		10,404.82		5,202.41	158.63	2.66	6.68
Miscellaneous rents—Cr.	3,738.53	3,949.12	3,478.54	3,818.78	9.78	3,648.66	2.46	D 9.47	D 4.87
Total	747,953.47	788,175.24	533,277.09	669,288.32	25.50	601,282.71	24.39	D 11.27	D 6.50
Deductions from income relating to operation									
Hire of equipment—Dr.			652.78	1,277.81	95.75	965.30			
Joint facilities—Dr.	3,435.05	5,007.86	6,243.33	8,542.27	36.82	7,392.80	D 53.54	D 86.38	D 80.19
Miscellaneous rents—Dr.				50.53		25.26			
Total	3,435.05	5,007.86	6,896.11	9,870.61	43.13	8,383.36	D 59.03	D 87.38	D 81.61
Net operating income	744,518.42	783,167.38	526,380.98	659,417.71	25.27	592,899.35	25.57	D 8.73	D 3.99
Per cent on property investment	3.39	3.23	3.95	2.81	D 1.14	3.38	.01	.15	D .01
Other income	12,187.45	12,055.01	2,015.00	5,062.86	151.25	3,538.93	244.38	150.36	D 347.64
Total income	756,705.87	771,112.37	528,395.98	664,480.57	25.75	596,438.28	26.87	D 7.78	D 6.03
Other deductions									
Lease of roads	2,200.00	2,600.00		680.00		340.00	547.06		
Interest deductions	632,065.04	664,024.52	301,780.92	285,426.85	D 5.42	293,603.88	115.28	1,226.92	1,294.01
Miscellaneous other deductions	1,973.33	1,360.00		394.66		197.33	900.00		
Total	636,238.30	667,984.52	301,780.92	286,501.51	D 5.06	294,141.21	116.30	1,235.68	1,302.33
Net corporate income for the year	120,467.50	103,127.85	226,615.00	377,979.06	66.79	302,297.07	D 60.15	D 84.41	D 86.66
Per cent on capital stock outstanding	2.80	2.40		5.07	.79	4.68	D 1.88	D 3.26	D 3.66
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	152,335.96	272,737.21	366,453.29	462,288.64	26.15	414,370.95	D 63.24	D 67.60	D 41.98
Net corporate income for the year	120,467.50	103,127.85	226,615.06	377,979.06	66.79	302,297.07	D 60.15	D 84.41	D 86.66
Miscellaneous profit and loss items—net	D 66.25	D 207,133.47	D 224,351.41	D 349,136.85	55.62	D 286,744.13		D 98.20	
Total surplus	272,737.21	168,731.59	368,716.94	491,130.85	33.20	429,923.89	D 36.56	D 77.99	D 86.39
Dividends declared			20,000.00	27,250.00	36.25	23,625.00			
Per cent on capital stock outstanding			.41	.21	D .20	.31			
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	272,737.21	168,731.59	348,716.94	463,880.85	33.03	406,298.89	D 32.87	D 77.99	D 86.39

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Chicago, Terre Haute & Southeastern R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 22.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	638,741.54	872,482.98	938,205.38	923,377.11	974,836.81	1,061,253.45	1,254,474.88	1,704,563.41	1,748,317.07
Passenger revenue	147,795.19	187,150.80	194,792.47	208,088.30	199,006.19	183,779.99	159,813.72	174,010.24	205,103.90
Mail revenue	8,378.39	10,628.45	10,692.68	11,770.67	10,969.28	11,131.70	11,133.78	11,136.32	11,141.78
Express revenue	4,800.00	6,600.00	6,600.00	6,600.00	12,000.00	14,500.00	8,462.56	11,067.07	11,514.70
Other transportation revenue	2,851.36	3,439.05	3,978.96	3,785.14	3,726.13	6,454.54	4,845.48	D 6,213.92	11,563.91
Revenue from operations other than transportation	4,232.64	9,079.96	3,012.37	978.24	984.70	11,579.54	3,584.82	4,848.63	6,339.47
								4,685.63	7,228.94
Total operating revenue	806,799.12	1,089,381.24	1,157,281.86	1,154,599.46	1,201,523.11	1,288,699.22	1,442,315.24	1,904,097.38	2,001,209.77
Per mile operated—first main track	4,857.31	6,548.34	5,880.79	5,868.06	5,076.57	3,711.16	4,156.77	5,487.15	5,700.32
Per mile operated—all main tracks	4,857.31	6,548.34	5,880.79	5,601.32	4,875.90	3,544.96	3,970.27	5,237.30	5,443.84
Per mile operated—all tracks	3,806.02	4,503.44	3,615.94	3,236.32	3,055.21	2,415.33	2,690.73	3,547.19	3,739.46
B—EXPENSES:									
Maintenance of way and structures	84,375.01	186,363.93	168,427.22	164,029.75	204,563.99	250,601.78	191,326.73	244,561.38	209,115.19
Per mile operated—first main track	507.98	1,120.24	855.87	833.65	864.31	722.23	551.41	704.77	595.65
Per mile operated—all main tracks	507.98	1,120.24	855.87	795.76	830.21	689.50	526.30	672.74	568.85
Per mile operated—all tracks	398.03	770.42	526.25	458.97	520.16	469.69	356.95	455.59	390.75
Ratio to total operating revenue	10.45	17.11	14.55	14.21	17.02	19.45	13.27	12.84	10.45
Ratio to total operating expenses	18.93	26.20	21.86	19.63	22.89	21.75	20.65	20.54	14.95
Maintenance of equipment	81,397.65	135,394.65	150,678.50	184,421.74	214,885.36	356,086.22	203,963.63	286,646.06	430,097.96
Ratio to total operating revenue	10.09	12.43	13.02	15.08	17.88	27.63	14.14	15.05	21.49
Ratio to total operating expenses	18.26	19.04	19.56	22.07	24.05	30.90	22.02	24.08	30.75
Traffic expenses						20,905.28	29,623.83	40,518.96	33,851.60
Ratio to total operating revenue						1.62	2.05	2.13	1.69
Ratio to total operating expenses						1.82	3.20	3.41	2.42
Transportation expenses	231,468.36	339,320.17	391,230.77	424,698.37	403,315.70	456,627.51	403,874.76	530,260.29	634,475.09
Ratio to total operating revenue	28.69	31.15	33.81	36.78	33.57	35.43	28.00	27.85	31.70
Ratio to total operating expenses	51.92	47.71	50.79	50.83	45.14	39.63	43.60	44.54	45.36
General expenses	48,565.03	50,176.55	59,970.00	62,414.24	70,710.59	68,000.95	97,501.56	83,382.96	83,636.58
Ratio to total operating revenue	6.02	4.60	5.18	5.40	5.89	5.28	6.76	4.38	4.18
Ratio to total operating expenses	10.89	7.05	7.79	7.47	7.92	5.90	10.53	7.00	5.98
								5,136.12	7,603.73
Total operating expenses	445,806.05	711,255.30	770,306.49	835,564.10	893,475.64	1,152,221.74	926,290.51	1,190,505.17	1,398,780.15
Ratio to total operating revenue	55.25	65.29	66.56	72.37	74.36	89.41	64.22	62.52	69.89
Ratio to total operating expenses									

C—Taxes:									
Per mile owned—first main track	200.61	239.29	220.45	329.81	351.29	234.44	291.55	312.76	302.35
Per mile owned—all main tracks	200.61	239.29	220.45	314.83	341.49	223.77	278.28	298.55	288.74
Per mile owned—all tracks	157.13	164.47	135.47	181.81	208.87	152.46	188.73	202.20	198.34
Ratio to total operating revenue	4.12	3.65	3.74	5.61	7.92	6.31	7.02	5.70	5.30
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	....	....	....	....	....	81,659.55	69,491.89	109,781.67	163,427.13
Cost per 100 pounds tractive power	....	....	....	....	....	7.45	4.70	7.41	9.22
Average cost per locomotive	....	....	....	....	....	1,601.17	1,139.21	1,799.83	2,476.17
Passenger-train cars	....	....	....	....	....	10,103.85	8,768.74	8,586.78	7,888.65
Average cost per passenger car	....	....	....	....	....	325.93	282.86	276.99	272.02
Freight-train cars	....	....	....	....	....	244,310.17	107,973.28	148,493.66	231,452.38
Average cost per freight car	....	....	....	....	....	42.06	17.86	24.86	36.38
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	....	....	....	....	....	73,062.39	56,999.08	94,624.71	158,446.65
Cost per 100 pounds tractive power	....	....	....	....	....	6.66	3.84	6.39	8.93
Average cost per locomotive	....	....	....	....	....	1,432.60	934.41	1,551.22	2,400.71
Passenger-train cars	....	....	....	....	....	7,854.70	6,197.62	6,015.66	7,032.69
Average cost per passenger car	....	....	....	....	....	253.38	199.92	194.07	241.82
Freight-train cars	....	....	....	....	....	181,816.28	98,000.87	146,348.69	226,761.67
Average cost per freight car	....	....	....	....	....	31.30	16.22	24.49	35.65
F—Statistics:									
Number of passengers carried 1 mile	6,130,009	8,019,600	7,893,822	8,109,694	8,605.464	9,390,672	8,423,984	9,011,725	10,695,307
Average rate per passenger per mile	.02411	.02333	.02468	.02566	.02313	.01957	.01897	.01931	.01918
Number of tons of revenue freight carried 1 mile	52,924,114	80,217,320	88,616,388	98,718,989	84,680,353	142,022,991	204,056,299	331,131,050	300,705,661
Average rate per ton per mile	.01206	.01088	.01059	.00935	.01151	.00747	.00615	.00514	.00581
Average revenue tons per car per mile	24.04	24.99	23.11	26.84	26.34	26.57	29.32	33.58	31.67
Average revenue tons per train per mile	257.24	277.97	323.76	322.81	318.79	322.39	451.67	544.69	498.26

SHRIVER EXHIBIT No. 1—Continued.

Chicago, Terre Haute & Southeastern R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	1,579,586.05	1,671,112.29	869,528.76	1,469,638.98	69.23	1,169,583.87	35.05	D 7.33	D 1.96
Passenger revenue	204,144.52	210,816.46	187,366.58	185,370.48	D 1.06	186,368.53	9.53	11.57	21.15
Mail revenue	10,510.04	10,506.97	10,487.88	11,010.72	4.98	10,749.30	D 2.22	D 14.60	D 5.65
Express revenue	12,705.77	13,200.65	7,320.00	11,650.02	59.15	9,485.01	33.95	14.81	19.28
Other transportation revenue	14,243.87	16,899.84	3,556.13	6,178.77	73.75	4,867.45	192.63	329.22	371.96
Revenue from operations other than transportation	6,170.51 5,758.11	7,015.53 6,083.57	3,657.60	6,504.59 3,534.53	77.81	5,081.09 1,767.27	21.44 225.81	27.26 22.91	44.69 29.83
Total operating revenue	1,833,118.87	1,935,635.29	1,081,916.95	1,693,888.09	56.56	1,387,902.52	32.08	D 3.72	1.66
Per mile operated—first main track	5,221.52	5,708.36	5,646.21	4,855.38	D 14.06	5,250.80	D .56	D 5.08	4.03
Per mile operated—all main tracks	4,980.87	5,187.84	5,552.73	4,635.45	D 16.52	5,094.09	D 2.22	D 5.15	D .94
Per mile operated—all tracks	3,390.33	3,535.53	3,643.38	3,156.61	D 13.36	3,399.99	D .28	D 4.62	D .33
B—EXPENSES:									
Maintenance of way and structures	269,944.02	332,289.43	161,551.98	233,109.82	38.10	197,330.90	36.79	10.38	35.87
Per mile operated—first main track	768.90	931.90	836.41	668.59	D 20.06	752.50	2.18	9.10	32.23
Per mile operated—all main tracks	734.32	890.59	822.01	638.34	D 22.34	730.18	.56	9.15	32.38
Per mile operated—all tracks	499.26	606.92	534.76	434.45	D 18.75	484.61	3.02	9.58	33.21
Ratio to total operating revenue	14.51	17.16	14.67	14.11	D .56	14.39	.12	1.67	4.32
Ratio to total operating expenses	20.72	21.99	21.90	19.72	D 2.18	20.81	D .09	.18	1.45
Maintenance of equipment	309,254.62	402,569.41	153,355.58	317,209.70	106.84	235,282.64	31.44	7.88	40.44
Ratio to total operating revenue	16.87	20.79	13.88	19.04	5.16	16.46	.41	1.82	5.74
Ratio to total operating expenses	23.74	26.65	20.59	26.30	5.71	23.45	.29	D .34	2.57
Traffic expenses	35,926.17	37,307.83	....	32,165.17	....	16,082.59	123.38	D 11.08	D 7.92
Ratio to total operating revenue	1.96	1.92	....	1.89	....	.94	1.02	D .17	D .21
Ratio to total operating expenses	2.76	2.47	....	2.72	....	1.36	1.40	D .65	D .94
Transportation expenses	590,556.97	634,029.21	358,006.67	523,158.92	46.13	440,582.79	34.04	11.37	19.56
Ratio to total operating revenue	32.21	32.75	32.80	31.04	D 1.76	31.92	.29	4.36	4.90
Ratio to total operating expenses	45.33	41.97	49.30	43.69	D 5.61	46.49	D 1.13	.79	D 2.57
General expenses	89,393.75	95,434.48	58,367.28	84,383.16	44.57	71,375.22	22.44	7.21	14.45
Ratio to total operating revenue	4.66	4.98	5.42	5.06	D .36	5.24	D .58	.28	.60
Ratio to total operating expenses	6.86	6.32	8.22	7.25	D .97	7.74	D .88	D .14	D .68
Total operating expenses	7,698.00 1,302,773.53	8,917.85 1,510,548.21	.... 731,281.51	4,087.57 1,194,114.34	.... 63.29	2,043.79 962,697.93	276.65 35.33	49.88 9.43	73.63 26.88
Ratio to total operating revenue	71.01	78.04	66.75	71.41	4.66	69.08	1.93	8.49	4.23
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—TAXES:									
Per mile owned—first main track	297.37	336.53	328.29	285.69	D 12.97	306.99	D 3.13	D 4.92	7.60
Per mile owned—all main tracks	283.99	321.62	263.33	274.66	4.30	269.00	5.01	D 4.87	7.73
Per mile owned—all tracks	193.27	219.19	169.55	187.00	10.29	178.27	8.41	D 4.41	8.40
Ratio to total operating revenue	5.69	6.20	5.01	6.01	1.00	5.51	.18	D .01	.50
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	86,924.92	112,522.52	....	102,257.03	....	51,128.52	70.01	D 20.82	2.49
Cost per 100 pounds tractive power	5.04	5.58	....	6.76	....	3.38	59.14	D 33.81	D 24.69
Average cost per locomotive	1,379.76	1,654.75	....	1,679.23	....	839.61	64.33	D 23.34	D 8.06
Passenger-train cars	5,856.41	12,149.37	....	8,240.89	....	4,120.45	42.13	D 31.79	41.49
Average cost per passenger car	201.94	328.36	....	271.95	....	135.97	48.52	D 27.09	18.54
Freight-train cars	188,499.09	249,821.03	....	184,165.72	....	92,072.88	104.73	26.94	68.24
Average cost per freight car	25.99	26.95	....	29.43	....	14.72	76.56	4.54	8.41
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	85,742.44	110,525.92	....	93,775.05	....	46,887.53	82.87	D 9.38	16.80
Cost per 100 pounds tractive power	4.97	5.48	....	6.16	....	3.08	61.39	D 22.22	D 14.24
Average cost per locomotive	1,360.99	1,625.39	....	1,535.99	....	768.00	78.64	D 12.26	4.13
Passenger-train cars	5,430.05	11,676.39	....	6,506.14	....	3,253.07	66.92	D 9.73	94.10
Average cost per passenger car	187.24	315.58	....	215.28	....	107.64	73.95	D 3.52	62.61
Freight-train cars	177,302.73	235,658.40	....	166,046.05	....	83,023.02	113.56	0.47	61.02
Average cost per freight car	24.16	25.42	....	26.36	....	13.18	83.31	D 1.35	3.79
F—STATISTICS:									
Number of passengers carried 1 mile	10,324,618	10,904,798	7,751.718	9,569,261	23.44	8,660,489	19.22	14.56	21.00
Average rate per passenger per mile	.01977	.01933	.02418	.01936	D 19.93	.02177	D 9.18	2.38	.10
Number of tons of revenue freight carried 1 mile	250,168,091	274,238,428	81,081,433	245,616.818	203.10	163,324,125	53.17	D 24.45	D 17.18
Average rate per ton per mile	.00631	.00609	.01088	.90617	D 43.29	.00853	D 26.02	22.76	18.44
Average revenue tons per car per mile	32.76	34.18	25.06	30.78	18.58	27.92	17.58	D 2.44	1.79
Average revenue tons per train per mile	486.52	558.80	300.11	460.71	53.51	380.41	27.89	D 10.69	2.59

SHRIVER EXHIBIT No. 1—Continued.

The Cincinnati, Hamilton & Dayton Ry. System.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 23.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	963.02	963.02	976.71	976.71	976.27	976.27	974.52	974.52	969.96
2. Owned—miles of all main tracks	993.75	993.75	1,010.68	1,010.68	1,009.24	1,009.24	1,008.53	1,008.53	1,016.29
3. Owned—miles of all tracks	1,294.12	1,334.68	1,346.06	1,372.92	1,372.87	1,383.68	1,394.90	1,407.26	1,456.21
4. Operated—miles of first main track	1,006.23	1,006.23	1,038.24	1,038.24	1,037.80	1,037.80	1,036.05	1,036.05	1,014.60
5. Operated—miles of all main tracks	1,036.96	1,036.96	1,071.21	1,071.21	1,070.77	1,070.77	1,070.06	1,070.06	1,060.93
6. Operated—miles of all tracks	1,337.33	1,377.89	1,407.59	1,434.45	1,434.40	1,445.21	1,456.43	1,468.79	1,500.85
B—TOTAL CAPITAL OBLIGATIONS	$44,960,750.00	42,884,750.00	69,164,250.00	69,929,130.00	70,120,960.00	69,750,960.00	69,412,598.00	75,831,458.80	78,838,055.55
Per mile owned—first main track	[1] $46,687.24	44,531.53	70,813.50	71,596.62	71,825.38	71,446.38	71,227.47	77,814.16	81,279.70
Per mile owned—all main tracks	[1] $45,243.52	43,154.47	68,433.38	69,190.18	69,478.97	69,112.36	68,825.52	75,190.08	77,574.37
Per mile owned—all tracks	[1] $34,742.33	32,131.11	51,382.74	50,934.60	51,076.18	50,409.75	49,761.70	53,885.89	54,139.21
Capital stock	$19,707,750.00	19,707,750.00	18,633,250.00	18,633,300.00	18,633,300.00	18,633,300.00	18,633,300.00	11,956,375.00	11,956,375.00
Increase over previous year	....	....	D$1,074,500.00	50.00	....	....	....	D 6,676,925.00	....
Funded debt, including notes issued for capital obligations	$25,253,000.00	23,177,000.00	50,531,000.00	51,295,830.00	51,487,660.00	51,117,660.00	50,779,298.00	63,875,080.80	66,881,680.55
Increase over previous year	D $71,000.00	D 2,076,000.00	27,354,000.00	764,830.00	191,830.00	D 370,000.00	D 338,362.00	13,095,782.80	3,006,599.75
Ratio of capital stock to total capital obligations	43.83	45.96	26.94	26.65	26.57	26.71	26.84	15.77	15.17
C—PROPERTY INVESTMENT [2]	$49,615,067.33	48,617,925.09	51,942,670.27	52,909,834.91	53,358,846.63	52,838,559.85	52,835,899.96	56,078,149.52	57,230,042.84
Per mile owned—first main track	[1] $51,520.28	50,484.85	53,181.26	54,171.49	54,655.83	54,122.89	54,217.35	57,544.38	59,002.48
Per mile owned—all main tracks	[1] $49,927.11	48,923.69	51,393.78	52,350.72	52,870.32	52,354.80	52,389.02	55,604.84	56,312.71
Per mile owned—all tracks	[1] $38,338.84	36,426.65	38,588.67	38,538.17	38,866.64	38,186.97	37,877.91	39,849.17	39,300.08
Additions to property investment account	$979,177.98	D 397,142.24	3,324,745.18	967,164.64	449,011.72	D 520,286.78	D 2,659.89	3,242,249.56	1,151,803.32
D—INCOME ACCOUNT: [3]									
Total operating revenue (including outside operations)	$7,943,154.12	8,083,825.00	7,972,038.95	8,223,713.38	8,780,057.46	8,011,483.51	7,897,047.87	9,446,524.21	9,570,281.69
Total operating expenses (including outside operations)	$5,150,588.38	5,597,577.12	5,876,599.34	6,415,058.15	6,906,565.77	6,945,448.12	6,501,593.66	7,587,296.51	7,398,588.60
Net operating revenue (including outside operations)	$2,792,565.74	2,486,247.88	2,095,439.61	1,808,655.23	1,873,491.69	1,066,035.39	1,395,454.21	1,859,227.70	2,171,693.09
Tax accruals	$279,608.08	276,135.17	316,061.12	492,294.78	279,457.83	302,013.04	306,002.07	308,761.51	380,736.41
Operating income	$2,512,957.66	2,210,112.71	1,779,378.49	1,316,360.45	1,594,033.86	764,022.35	1,089,452.14	1,550,466.19	1,790,956.68
Other income relating to operation	$19,511.73	21,002.22	10,502.18	47,399.31	22,455.11	34,411.59	26,034.79	26,181.75	39,343.94
Hire of equipment—Cr	....	....	....	....	....	....	....	....	....
Joint facilities—Cr	$10,859.64	10,859.64	9,554.67	14,840.67	22,455.11	20,190.75	14,795.10	20,709.67	38,391.42

Miscellaneous rents—Cr.	$8,652.09	10,142.58	947.51	32,558.64		14,220.84	11,239.69	5,472.08	952.52
Total	$2,532,469.39	2,231,114,93	1,739,880.67	1,363,759.76	1,616,488.97	798,433.94	1,115,486.93	1,576,647.94	1,830,300.62
Deductions from income relating to operation.	$140,175.89	204,798.48	180,380.08	30,078.49	D 107,516.76	D 147,190.91	241,241.90	271,287.97	244,567.93
Hire of equipment—Dr.	D $25,162.07	16,784.58	D 31,188.60	D 170,623.02	D 291,317.23	D 322,095.51	64,012.87	106,427.60	104,781.08
Joint facilities—Dr.	$165,337.96	188,013.90	211,568.68	200,701.51	183,800.47	174,904.60	177,229.03	164,860.37	128,972.58
Miscellaneous rents—Dr.									$10,814.27
Total	$140,175.89	204,798.48	180,380.08	30,078.49	D 107,516.76	D 147,190.91	241,241.90	271,287.97	244,567.93
Net operating income	$2,392,293.50	2,026,316.45	1,609,500.59	1,333,681.27	1,724,005.73	945,624.85	874,245.03	1,305,359.97	1,585,732.69
Per cent on property investment	4.82	4.17	3.10	2.52	3.23	1.79	1.65	2.33	2.77
Other income	$11,395.00	18,788.00	84,700.17	73,336.14	84,569.29	14,299.48	66,564.49	70,507.82	92,441.79
Total income	$2,403,688.50	2,045,104.45	1,694,200.76	1,407,017.41	1,808,575.02	959,924.33	940,809.52	1,375,867.79	1,678,174.48
Other deductions	$1,242,537.45	1,256,574.27	1,938,424.97	2,554,648.11	2,669,928.87	2,633,826.62	2,632,731.30	2,096,131.00	2,339,220.39
Lease of roads	$186,966.50	187,966.50	[6] 380,888.35	187,967.80	187,968.28	187,968.30	187,968.21	189,727.92	187,968.25
Interest deductions	$1,055,570.95	1,068,607.77	1,554,536.62	2,366,680.31	2,481,960.59	2,445,858.32	2,444,763.09	1,906,403.08	2,151,252.14
Miscellaneous other deductions									
Total	$1,242,537.45	1,256,574.27	1,935,424.97	2,554,648.11	2,669,928.87	2,633,826.62	2,632,731.30	2,096,131.00	2,339,220.39
Net corporate income for the year	$1,161,151.05	788,530.18	D 241,224.21	D 1,147,630.70	D 861,353.85	D 1,673,902.29	D 1,691,921.78	D 720,263.21	D 661,045.91
Per cent on capital stock outstanding	5.89	4.00							
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$2,677,397.60	3,230,582.80	3,629,875.48	3,126,582.42	1,769,031.31	786,056.07	D 1,740,035.68	D 3,490,097.09	D10,582,324.86
Net corporate income for the year	$1,161,151.05	788,530.18	D 241,224.21	D 1,147,630.70	D 861,353.85	D 1,673,902.29	D 1,691,921.78	D 720,263.21	D 663,045.91
Miscellaneous profit and loss items—net	D $58,737.09		D 139,513.86	D 204,770.41	D 121,621.39	D 852,189.46	D 58,139.63	D 6,371,964.56	D11,467,813.81
Total surplus	$3,779,811.56	4,019,112.98	3,249,137.41	1,774,181.31	786,056.07	D 1,740,035.68	D 3,490,097.09	D10,582,324.86	D22,711,184.58
Dividends declared	$549,228.76	389,237.50	122,554.99	5,150.00					
Per cent on capital stock outstanding [5]	3.43	2.43	.82	.03					
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	$3,230,582.80	3,629,875.48	3,126,582.42	1,769,031.31	786,056.07	D 1,740,035.68	D 3,490,097.09	D10,582,324.86	D22,711,184.58

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[1] These averages are based on mileage of the lines owned, controlled, and leased, the obligations on investments of the controlled and leased lines being included in the amounts shown as "Capital obligations" and "Property investment."

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

[4] Includes "Miscellaneous rents—Dr." for years 1911 to 1913, inclusive.

[5] These percentages are based on number of shares of C. H. & D. stock outstanding in hands of public, on which dividends were paid as follows:

Year ended June 30, 1903:
  4 per cent on 10,745 shares 4 per cent preferred stock.
  5 per cent on 69,249¾ shares 5 per cent preferred stock.
  2 per cent on 80,000 shares common stock.
Year ended June 30, 1904:
  4 per cent on 10,745 shares 4 per cent preferred stock.
  5 per cent on 69,251¼ shares 5 per cent preferred stock.
Year ended June 30, 1905:
  1 per cent on 10,745 shares 4 per cent preferred stock.
  5 per cent on 4,364 shares 5 per cent preferred stock.
  3¾ per cent on 1,086 shares 5 per cent preferred stock.
  2½ per cent on 4,932 shares 5 per cent preferred stock.
  1¼ per cent on 58,870 shares 5 per cent preferred stock.
Year ended June 30, 1906:
  1¼ per cent on 4,120 shares 5 per cent preferred stock.

[6] Includes $192,921.84 paid for lease of Pere Marquette R. R.

SHRIVER EXHIBIT No 1—Continued.

The Cincinnati, Hamilton & Dayton Ry. System—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	969.96	969.96	971.15	973.06	.20	972.10	D .22	D .47	D .47
2. Owned—miles of all main tracks	1,021.63	1,021.63	1,003.62	1,012.84	.92	1,008.23	1.33	1.30	1.30
3. Owned—miles of all tracks	1,441.43	1,459.09	1,344.13	1,416.70	5.40	1,380.41	4.42	2.43	3.68
4. Operated—miles of first main track	1,014.60	1,014.60	1,025.35	1,027.82	.24	1,026.58	D 1.17	D 2.07	D 2.07
5. Operated—miles of all main tracks	1,066.27	1,066.27	1,057.42	1,067.62	.96	1,062.52	.35	D .35	D .35
6. Operated miles of all tracks	1,486.07	1,503.73	1,398.37	1,471.47	5.23	1,434.92	3.56	1.15	2.38
B—TOTAL CAPITAL OBLIGATIONS	79,869,800.35	81,635,280.15	59,411,968.00	74,740,573.94	25.80	67,076,270.98	19.07	5.33	7.65
Per mile owned—first main track	82,343.40	84,163.55	61,090.85	76,822.22	25.75	68,956.54	19.41	5.82	8.16
Per mile owned—all main tracks	78,178.79	79,906.89	59,100.10	73,776.22	24.83	66,438.16	17.67	3.97	6.27
Per mile owned—all tracks	55,410.11	55,949.45	44,053.39	52,721.33	19.68	48,387.36	14.51	2.82	3.83
Capital stock	11,956,375.00	11,956,375.00	19,063,070.00	14,627,145.00	D 23.27	16,845,107.51	D 29.02		
Increase over previous year			D 214,890.00	D 1,335,385.00	D 521.43	D 775,137.50	100.00	100.00	100.00
Funded debt, including notes issued for capital obligations	67,913,425.35	69,678,905.15	40,348,898.00	60,113,428.94	48.98	50,231,163.47	35.20	6.32	9.09
Increase over previous year	1,031,744.80	1,765,479.80	5,232,732.00	3,285,153.07	D 37.22	4,258,942.53	D 75.77	D 92.12	D 86.52
Ratio of capital stock to total capital obligation	14.97	14.65	33.99	19.89	D 41.48	26.94	D 44.43	D 5.07	D 7.10
C—PROPERTY INVESTMENT [2]	56,927,901.94	56,211,944.64	51,288,868.85	55,182,110.82	7.59	53,235,489.83	6.94	1.52	.24
Per mile owned—first main track	58,690.98	57,952.85	52,802.74	56,715.62	7.41	54,759.18	7.18	1.99	.71
Per mile owned—all main tracks	55,722.62	55,021.82	51,093.12	54,476.80	6.62	52,784.96	5.56	.21	D 1.05
Per mile owned—all tracks	33,250.25	38,525.34	38,151.79	37,692.98	D 1.20	37,922.40	D 12.32	D16.56	D 3.32
Additions to property investment account	D 302,140.90	D 715,957.30	944,591.46	713,811.06	D 24.43	829,201.26	D 136.43	D 109.32	D 122.08
D—INCOME ACCOUNT: [3]									
Total operating revenue (including outside operations)	9,825,320.62	10,071,296.54	8,200,557.78	8,950,131.58	9.14	8,575,344.68	14.58	4.01	6.61
Total operating expenses (including outside operations)	7,317,252.51	8,061,989.96	5,989,277.75	7,150,035.88	19.38	6,569,656.82	11.38	D 3.56	6.26
Net operating revenue (including outside operations)	2,508,068.11	2,009,306.58	2,211,280.03	1,800,095.70	D 18.59	2,005,687.86	25.05	34.90	8.07
Tax accruals	397,674.67	430,419.19	328,711.39	339,037.54	3.14	333,874.47	19.11	28.80	39.40
Operating income	2,110,393.44	1,578,887.39	1,882,568.64	1,461,058.16	D 22.39	1,671,813.39	26.23	36.11	1.83
Other income relating to operation	71,391.72	82,036.11	24,174.11	39,472.76	63.28	31,823.45	124.34	172.68	213.33
Hire of equipment—Cr.									
Joint facilities—Cr.	69,627.33	74,515.55	13,713.95	32,742.86	138.76	23,228.42	199.75	236.21	259.81

Miscellaneous rents—Cr.	1,764.39	7,520.56	10,460.16	6,729.90	D 35.66	8,595.03	D 79.47	D 67.76	37.44
Total	2,181,785.16	1,660,923.50	1,906,742.75	1,500,530.92	D 21.30	1,703,636.84	28.07	38.38	5.35
Deductions from income relating to operation	364,278.85	813,520.00	89,583.24	194,837.15	117.49	142,210.20	156.16	34.28	199.87
Hire of equipment—Dr.	188,863.36	614,532.34	D 100,301.26	28,397.88	128.31	D 35,951.69	625.33	77.46	477.42
Joint facilities—Dr.	162,574.09	185,577.10	189,884.50	161,708.13	[4] D 12.35	[4] 178,161.89	[4] D 1.54	D 1.39	12.57
Miscellaneous rents—Dr.	12,841.40	13,410.56		4,731.14				100.00	100.00
Total	364,278.85	813,520.00	89,583.24	194,837.15	117.49	142,210.20	156.16	34.28	199.87
Net operating income	1,817,506.31	847,403.50	1,817,159.51	1,305,693.77	D 28.15	1,561,426.64	16.40	39.23	D 35.08
Per cent on property investment	3.19	1.51	3.57	2.35	D 34.17	2.96	7.77	36.91	D 35.19
Other income	134,256.23	125,400.83	54,557.72	75,613.96	38.59	65,085.85	106.28	90.41	77.85
Total income	1,951,762.54	972,804.33	1,871,717.23	1,381,307.73	D 26.20	1,626,512.49	20.00	41.86	D 29.30
Other deductions	2,569,649.30	2,615,870.71	1,931,822.73	2,454,311.72	27.05	2,193,067.23	17.17	22.59	27.35
Lease of roads	187,968.25	187,968.25	226,351.48	188,320.19	D 16.80	207,335.84	D 9.34	D .94	D .93
Interest deductions	2,381,681.05	2,427,902.46	1,705,471.25	2,265,991.53	32.87	1,985,731.39	19.94	24.94	27.36
Miscellaneous other deductions									
Total	2,569,649.30	2,615,870.71	1,931,822.73	2,454,311.72	27.05	2,193,067.23	17.17	22.59	27.35
Net corporate income for the year	D 617,886.76	D 1,643,066.38	D 60,105.50	D 1,073,003.99	D 1,685.20	D 566,554.74	D 9.06	14.21	D 128.12
Per cent on capital stock outstanding			D .44	D 6.96	D 1,481.82	D 3.70	D 39.73	D 14.12	D 116.27
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 22,711,184.58	D 23,754,110.91	2,886,693.92	D 7,547,517.23	D 361.46	D 2,330,411.65	D 874.56	D 550.73	D 580.61
Net corporate income for the year	D 617,886.76	D 1,643,066.38	D 60,105.50	D 1,073,003.99	D 1,685.20	D 566,554.74	D 9.06	14.21	D 128.12
Miscellaneous profit and loss items—net	D 425,043.57	D 597,636.43	D 104,928.55	D 3,835,030.21	D 3,554.90	D 1,969,979.38	78.42	93.33	90.62
Total surplus	D 23,754,114.91	D 25,994,817.72	2,721,659.87	D 12,455,551.43	D 557.65	D 4,866,945.77	D 388.07	D 124.47	D 145.64
Dividends declared			213,234.25		D 100.00	106,617.13	D 100.00		
Per cent on capital stock outstanding			1.34		D 100.00	.67	D 100.00		
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	D 23,754,114.91	D 25,994,817.72	2,508,425.62	D 12,455,551.43	D 596.55	D 4,973,562.90	D 377.61	D 124.47	D 145.64

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[1] These averages are based on mileage of the lines owned, controlled, and leased, the obligations on investments of the controlled and leased lines being included in the amounts shown as "Capital obligations" and "Property investment."

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track yards and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

[4] Includes "Miscellaneous rents—Dr." for years 1911 to 1913, inclusive.

[5] These percentages are based on number of shares of C., H. & D. stock outstanding in hands of public, on which dividends were paid as follows:

Year ended June 30, 1903:
  4 per cent on 10,745 shares 4 per cent preferred stock.
  5 per cent on 69,249¾ shares 5 per cent preferred stock.
  2 per cent on 80,000 shares common stock.
Year ended June 30, 1904:
  4 per cent on 10.745 shares 4 per cent preferred stock.
  5 per cent on 69,251¼ shares 5 per cent preferred stock.
Year ended June 30, 1905:
  1 per cent on 10,745 shares 4 per cent preferred stock.
  5 per cent on 4,364 shares 5 per cent preferred stock.
  3¾ per cent on 1,086 shares 5 per cent preferred stock.
  2½ per cent on 4,932 shares 5 per cent preferred stock.
  1¼ per cent on 58,870 shares 5 per cent preferred stock.
Year ended June 30, 1906:
  1¼ per cent on 4.120 shares 5 per cent preferred stock.

[6] Includes $192,921.84 paid for lease of Pere Marquette R. R.

SHRIVER EXHIBIT No. 1—Continued.

The Cincinnati, Hamilton & Dayton Ry. System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 24.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$5,606,419.33	5,616,536.49	5,694,282.55	5,976,039.40	6,498,675.28	5,600,594.64	5,490,390.37	6,757,319.20	6,904,048.84
Passenger revenue	$1,941,034.20	1,988,718.41	1,884,910.74	1,785,833.22	1,845,728.85	1,725,774.23	1,582,760.03	1,682,030.75	1,659,051.53
Mail revenue	$182,402.99	199,958.32	200,857.20	201,455.44	201,611.21	185,780.27	181,299.72	181,750.62	181,606.67
Express revenue	$149,218.37	155,373.72	163,729.60	167,341.90	194,561.76	193,661.25	173,603.49	233,310.27	224,832.84
Other transportation revenue						$170,536.75	305,562.50	357,722.45	390,488.57
Revenues from operations other than transportation	$64,079.23	123,238.06	28,258.86	93,043.42	39,480.36	135,136.37	163,431.76	234,390.92	210,253.24
Total operating revenue	$7,943,154.12	8,083,825.00	7,972,038.95	8,223,713.38	8,780,057.46	8,011,483.51	7,897,047.87	9,446,524.21	9,570,281.69
Per mile operated—first main track	$7,893.97	8,033.77	7,678.41	7,920.82	8,460.26	7,719.67	7,622.27	9,117.83	9,380.51
Per mile operated—all main tracks	$7,660.03	7,795.69	7,442.08	7,677.03	8,109.76	7,481.98	7,380.00	8,828.03	9,020.65
Per mile operated—all tracks	$5,939.56	5,866.81	5,663.61	5,733.01	6,121.06	5,543.47	5,422.20	6,431.50	6,376.57
B—EXPENSES:									
Maintenance of way and structures	$764,621.05	778,318.62	903,936.36	1,143,368.84	1,078,613.34	1,068,374.21	1,070,363.45	1,465,360.75	834,461.91
Per mile operated—first main track	$779.76	773.50	870.64	1,101.26	1,039.33	1,029.46	1,033.12	1,414.37	822.45
Per mile operated—all main tracks	$736.65	750.58	843.85	1,067.36	1,007.32	997.76	1,000.28	1,369.42	786.54
Per mile operated—all tracks	$586.70	564.86	642.19	797.08	751.96	739.25	734.92	997.67	555.99
Ratio to total operating revenue	9.88	9.63	11.34	13.90	12.28	13.33	13.55	15.51	8.72
Ratio to total operating expenses	15.23	13.90	15.38	17.82	15.62	15.38	16.46	19.31	11.27
Maintenance of equipment	$925,607.85	1,079,183,17	1,201,602.99	1,404,703.96	1,571,755.55	1,795,289.80	1,501,314.17	1,666,090.77	1,702,726.91
Ratio to total operating revenue	11.66	13.35	15.07	17.08	17.90	22.41	19.01	17.64	17.79
Ratio to total operating expenses	17.97	19.28	20.45	21.90	22.75	25.84	23.09	21.96	23.02
Traffic expenses						$256,711.54	255,627.47	282,277.56	268,323.49
Ratio to total operating revenue						3.20	3.24	2.99	2.80
Ratio to total operating expenses						3.70	3.93	3.72	3.65
Transportation expenses	$3,220,249.18	3,524,151.31	3,532,958.95	3,636,078.48	4,016,051.06	3,574,831.11	3,421,167.91	3,876,400.08	4,340,891.63
Ratio to total operating revenue	40.53	43.59	44.31	44.21	45.74	44.63	43.32	41.03	45.36
Ratio to total operating expenses	62.52	62.96	60.12	56.68	58.15	51.48	52.62	51.09	58.67
General expenses	$220,110.30	215,924.02	238,101.04	230,906.87	240,145.82	250,241.46	253,120.66	297,167.35	252,184.66
Ratio to total operating revenue	2.77	2.67	2.99	2.81	2.74	3.12	3.21	3.15	2.64
Ratio to total operating expenses	4.28	3.86	4.05	3.60	3.48	3.60	3.90	3.92	3.41
Total operating expenses	$5,150,588.38	5,597,577.12	5,876,599.34	6,415,058.15	6,906,565.77	6,945,448.12	6,501,593.66	7,587,296.51	7,398,588.60
Ratio to total operating revenue	64.84	69.24	73.71	78.00	78.66	86.69	82.33	80.32	77.31
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES	$279,608.08	276,135.17	316,061.12	492,294.78	279,457.83	302,013.04	306,002.07	308,761.51	380,736.41
Per mile owned—first main track	$290.35	286.74	323.60	564.03	286.25	309.35	314.00	316.88	392.52
Per mile owned—all main tracks	$261.37	277.87	312.72	487.09	276.90	299.25	303.41	306.15	374.63
Per mile owned—all tracks	$216.06	206.89	234.80	358.58	203.56	218.27	219.37	219.41	261.46
Ratio to total operating revenue	3.52	3.41	3.96	5.98	3.18	3.77	3.87	3.27	3.97
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives						$588,712.92	521,454.44	651,989.50	748,750.79
Cost per 100 pounds tractive power						$12.71	10.61	11.89	12.77
Average cost per locomotive						$2,616.50	2,218.95	2,556.82	2,879.81
Passenger-train cars						$121,299.90	115,527.60	126,044.81	105,809.27
Average cost per passenger car						$564.19	539.85	603.98	501.47
Freight-train cars						$997,035.16	778,354.37	781,568.73	735,129.37
Average cost per freight car						$78.899	62.50	66.26	60.70
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$362,600.65	430,621.42	508,764.78	529,849.24	570,641.94	522,790.81	475,689.72	604,284.07	694,192.00
Cost per 100 pounds tractive power	$12.54	13.53	9.42	10.99	11.89	11.28	9.68	10.56	11.84
Average cost per locomotive	$1,726.66	1,957.37	1,919.86	2,207.70	2,226.26	2,323.51	2,024.21	2,369.74	2,669.97
Passenger-train cars	$88,583.19	89,698.98	107,313.75	105,784.63	98,789.40	90,661.61	98,055.59	109,840.77	88,219.46
Average cost per passenger car	$468.69	457.65	472.75	487.49	459.49	421.68	458.20	518.12	418.10
Freight-train cars	$377,272.52	446,176.26	462,276.62	628,886.67	740,862.90	734,693.63	621,441.00	590,056.62	555,842.06
Average cost per freight car	$32.41	38.88	32.95	45.57	55.57	58.13	49.90	50.03	45.90
F—STATISTICS:									
Number of passengers carried 1 mile	109,506,153	111,743,547	108,542,089	105,292,814	111,156,333	108,080,549	103,820,342	111,717,344	108,313,166
Average rate per passenger per mile	$.01773	.01779	.01736	.01696	.01660	.01597	.01525	.01506	.01533
Number of tons of revenue freight carried 1 mile	830,652,536	788,094,975	841,386,623	939,657,226	1,031,118,977	897,915,356	964,320,094	1,277,723,567	1,307,822,262
Average rate per ton per mile	$.00673	.00712	.00677	.00636	.00630	.00624	.00569	.00529	.00528
Average revenue tons per car mile	17.25	17.67	18.32	19.87	20.95	21.19	22.39	24.73	24.91
Average revenue tons per train per mile	306.90	277.25	301.57	371.37	397.00	380.99	403.00	439.27	446.30

SHRIVER EXHIBIT No. 1—Continued.

The Cincinnati, Hamilton & Dayton Ry. System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	7,202,251.67	7,384,783.64	5,878,390.60	6,390,920.94	[1] 14.35	16,300,067.32	[1] 21.14	6.58	9.29
Passenger revenue	1,606,145.33	1,609,544.31	1,889,245.08	1,651,152.37	D 12.60	1,770,198.72	D 9.27	D 4.51	D 4.31
Mail revenue	158,067.15	151,447.33	197,257.03	177,700.89	D 9.91	187,478.96	D 15.68	D 13.03	D 16.67
Express revenue	223,267.63	239,026.65	166,045.08	209,735.10	26.31	187,890.09	18.83	D 4.30	2.45
Other transportation revenue	429,805.17	427,435.88	....	330,823.09	....	....	....	20.15	19.49
Revenue from operations other than transportation	205,783.67	259,858.73	69,619.99	189,799.19	172.62	129,709.59	58.65	D 12.20	10.52
Total operating revenue	9,825,320.62	10,071,296.54	8,200,557.78	8,950,131.58	9.14	8,575,344.68	14.58	4.01	6.61
Per mile operated—first main track	9,683.94	9,926.37	7,997.45	8,704.84	8.83	8,351.15	15.96	6.21	8.87
Per mile operated—all main tracks	9,214.66	9,445.35	7,754.92	8,385.06	8.13	8,069.99	14.18	4.38	6.99
Per mile operated—all tracks	6,611.61	6,697.54	5,864.81	6,077.07	3.62	5,970.94	10.73	2.80	4.14
B—EXPENSES:									
Maintenance of way and structures	1,000,947.07	1,241,460.75	937,771.64	1,087,901.48	16.01	1,012,836.56	D 1.17	D 31.69	D 15.28
Per mile operated—first main track	986.54	1,223.60	912.89	1,057.19	15.81	985.04	0.15	D 30.25	D 13.49
Per mile operated—all main tracks	938.74	1,164.30	885.15	1,018.54	15.07	951.84	D 1.38	D 31.45	D 14.98
Per mile operated—all tracks	673.55	825.59	668.56	740.28	10.73	704.42	D 4.38	D 32.49	D 17.25
Ratio to total operating revenue	10.19	12.33	11.41	12.26	7.45	11.84	D 13.94	D 34.30	D 20.50
Ratio to total operating expenses	13.68	15.40	15.59	15.22	D 2.37	15.40	D 11.17	D 29.16	D 20.25
Maintenance of equipment	1,703,448.25	1,876,584.67	1,236,570.70	1,673,773.98	35.35	1,455,172.34	17.06	2.24	12.63
Ratio to total operating revenue	17.34	18.63	15.01	18.84	25.52	16.93	2.42	D 1.70	5.61
Ratio to total operating expenses	23.28	23.28	20.47	23.44	14.51	21.95	6.06	6.01	6.01
Traffic expenses	234,811.57	234,241.44	....	259,550.33	....	....	....	D 16.83	D 17.02
Ratio to total operating revenue	2.39	2.33	....	2.92	....	....	....	D 20.07	D 22.07
Ratio to total operating expenses	3.21	2.90	....	3.64	....	....	....	D 13.71	D 22.04
Transportation expenses	4,153,647.26	4,477,247.20	3,585,897.79	3,873,387.60	[2] 15.26	[2] 3,859,417.86	[2] 13.71	7.15	15.50
Ratio to total operating revenue	42.27	44.45	43.67	43.32	[2] 5.89	[2] 44.95	[2] D 0.65	3.02	8.34
Ratio to total operating expenses	56.76	55.54	60.09	54.12	[2] D 3.88	[2] 58.93	[2] 1.76	11.10	8.71
General expenses	224,398.36	232,455.90	229,037.62	255,422.49	11.52	242,230.06	D 7.36	D 24.49	D 21.78
Ratio to total operating revenue	2.28	2.31	2.80	2.83	2.85	2.84	D 19.72	D 27.62	D 26.67
Ratio to total operating expenses	3.07	2.88	3.85	3.58	D 7.01	3.72	D 17.47	D 21.68	D 26.53
Total operating expenses	7,317,252.51	8,061,989.96	5,989,277.75	7,150,035.88	19.38	6,569,656.82	11.38	D 3.56	6.26
Ratio to total operating revenue	74.47	80.05	72.89	80.22	10.06	76.56	D 2.73	D 7.28	D 0.33
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—Taxes	397,674.67	430,419.19	328,711.39	339,037.54	3.14	333,874.47	19.11	28.80	39.40
Per mile owned—first main track	409.99	443.75	338.19	348.54	3.06	343.86	19.41	29.40	40.06
Per mile owned—all main tracks	389.25	421.31	327.19	334.54	2.25	330.87	17.64	27.14	37.62
Per mile owned—all tracks	275.89	294.99	243.98	238.88	D 2.09	241.43	14.27	25.74	34.44
Ratio to total operating revenue	4.05	4.27	4.01	3.79	D 5.49	3.90	3.85	23.85	30.58
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	807,558.23	852,167.41		663,693.18				23.86	30.70
Cost per 100 pounds tractive power	14.27	15.53		12.38				25.28	36.35
Average cost per locomotive	3,282.76	3,673.14		2,710.97				28.39	43.66
Passenger-train cars	145,575.16	122,594.30		123,251.35				13.69	D 4.26
Average cost per passenger car	717.12	612.97		585.32				18.73	1.49
Freight-train cars	649,142.05	759,409.22		788,245.94				D 16.94	D 2.84
Average cost per freight car	58.15	80.20		65.30				D 12.24	21.04
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	751,056.33	790,484.28	480,495.61	609,602.59	26.86	545,049.10	37.80	24.29	30.81
Cost per 100 pounds tractive power	13.27	14.41	11.67	11.33	D 2.91	11.50	15.39	25.66	36.46
Average cost per locomotive	3,053.07	3,407.26	2,007.57	2,488.10	23.94	2,247.83	35.82	28.84	43.78
Passenger-train cars	126,179.03	105,452.85	98,033.99	102,591.29	4.65	100,312.64	25.79	14.87	D 3.99
Average cost per passenger car	621.57	527.26	469.21	487.53	3.90	478.37	29.94	19.97	1.76
Freight-train cars	456,859.74	554,880.51	531,094.99	591,778.61	11.43	561,436.80	D 18.63	D 22.57	D 5.96
Average cost per freight car	40.92	58.60	41.08	48.96	19.23	45.03	D 9.13	D 18.21	17.13
F—Statistics:									
Number of passengers carried 1 mile	100,496,948	96,667,847	109,248,187	106,485,670	D 2.53	107,866,929	D 6.83	D 10.04	D 13.47
Average rate per passenger per mile	.01598	.01665	.01729	.01552	D 10.24	.01640	D 2.56	6.11	10.56
Number of tons of revenue freight carried 1 mile	1,345,651,580	1,396,399,092	886,182,067	1,158,686,572	30.75	1,022,434,319	31.61	5.32	9.30
Average rate per ton per mile	.00535	.00529	.00666	.00557	D 16.37	.00611	D 12.44	1.13	0.00
Average revenue tons per car per mile	25.25	26.80	18.81	23.69	25.94	21.25	18.82	2.10	8.37
Average revenue tons per train per mile	521.14	615.41	330.82	238.14	32.44	384.48	35.55	18.64	40.10

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[1] Includes other transportation revenue for years 1908 to 1912, inclusive.

[2] Includes traffic expenses for years 1908 to 1913, inclusive

SHRIVER EXHIBIT No. 1—Continued.

Dayton & Union R. R. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 25.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	31.69	31.69	31.80	31.80	31.80	31.80	31.80	31.80	31.80
2. Owned—miles of all main tracks	31.69	31.69	31.80	31.80	31.80	31.80	31.80	31.80	31.80
3. Owned—miles of all tracks	34.69	34.69	35.18	35.18	35.18	35.18	35.18	37.53	37.53
4. Operated—miles of first main track	46.95	46.95	47.00	47.00	47.00	47.00	47.00	47.00	47.00
5. Operated—miles of all main tracks	46.95	46.95	47.00	48.70	48.70	48.70	48.70	48.70	48.70
6. Operated—miles of all tracks	51.38	51.38	50.38	55.51	55.51	55.51	55.51	57.86	57.86
B—TOTAL CAPITAL OBLIGATIONS	$311,300.00	311,300.00	311,300.00	311,300.00	311,300.00	311,300.00	311,300.00	86,300.00	86,300.00
Per mile owned—first main track	$9,823.28	9,823.28	9,789.30	9,789.30	9,789.30	9,789.30	9,789.30	2,713.83	2,713.83
Per mile owned—all main tracks	$9,823.28	9,823.28	9,789.30	9,789.30	9,789.30	9,789.30	9,789.30	2,713.83	2,713.83
Per mile owned—all tracks	$8,973.76	8,973.76	8,845.77	8,848.77	8,848.77	8,848.77	8,848.77	2,299.49	2,299.49
Capital stock	$86,300.00	86,300.C0	86,300.00	86,300.00	86,300.00	86,300.00	86,300.00	86,300.00	86,300.00
Increase over previous year	....	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	$225,000.00	225,000.00	225,000.00	225,000.00	225,000.00	225,000.00	225,000.00	....	....
Increase over previous year	....	....	....	....	....	....	....	D $225,000.00	....
Ratio of capital stock to total capital obligations, per cent	27.72	27.72	27.72	27.72	27.72	27.72	27.72	100.00	100.00
C—PROPERTY INVESTMENT[1]	$623,075.62	623,075.62	623,075.62	623,075.62	623,283.56	630,949.86	630,949.86	627,142.58	625,225.46
Per mile owned—first main track	$19,661.58	19,661.58	19,593.57	19,593.57	19,600.11	19,841.19	19,841.19	19,721.46	19,661.17
Per mile owned—all main tracks	$19,661.58	19,661.58	19,593.57	19,593.57	19,600.11	19,841.19	19,841.19	19,721.46	19,661.17
Per mile owned—all tracks	$17,961.24	17,961.24	17,709.15	17,709.15	17,716.98	17,934.90	17,934.90	16,710.43	16,659.35
Additions to property investment account	....	....	....	....	$207.94	7,666.30	....	D 3,807.28	D 1,917.12
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	$157,181.14	152,639.00	136,587.72	134,797.00	156,504.86	150,966.18	161,793.42	162,556.39	148,453.47
Total operating expenses, including outside operations	$103,163.81	124,239.04	104,606.10	106,405.42	103,830.47	127,127.27	135,123.07	123,555.69	107,803.08
Net operating revenue, including outside operations	$52,017.33	28,399.96	31,981.62	28,391.58	52,674.39	23,838.91	26,670.35	39,000.70	40,650.39
Tax accruals	$6,082.14	4,834.52	5,321.07	4,902.37	4,894.52	5,408.54	7,964.06	5,656.21	7,343.85

Operating income	$45,985.19	28,565.44	26,660.55	28,489.21	47,779.87	18,430.87	18,706.29	33,344.49	33,306.54
Other income relating to operation	$3,901.00	4,488.50	3,900.00	3,902.00	3,901.00	2,350.00	2,350.00	2,350.00	2,350.00
Hire of equipment—Cr									
Joint facilities—Cr									
Miscellaneous rents—Cr	$3,901.00	4,488.50	3,900.00	3,902.00	3,901.00	2,350.00	2,350.00	2,350.00	2,350.00
Total	$49,836.19	28,053.94	30,560.55	27,391.21	51,680.87	20,780.37	21,056.29	35,694.49	35,656.54
Deductions from income relating to operation	$26,445.26	27,916.51	25,918.29	23,414.68	24,993.87	25,622.00	23,005.52	22,689.44	22,993.38
Hire of equipment—Dr	$5,169.65	7,097.25	5,232.44	4,416.63	5,529.84	9,555.38	4,922.69	5,640.88	5,894.66
Joint facilities—Dr	$17,675.61	17,219.26	17,085.85	15,398.05	15,864.03	12,466.62	14,482.83	13,448.56	13,498.72
Miscellaneous rents—Dr	$3,600.00	3,600.00	3,600.00	3,600.00	3,600.00	3,600.00	3,600.00	3,600.00	3,600.00
Total	$26,445.26	27,916.51	25,918.29	23,414.68	24,993.87	25,622.00	23,005.52	22,689.44	22,993.38
Net operating income	$23,390.93	137.43	4,642.26	3,976.53	26,687.00	D 4,841.63	D 1,949.23	13,005.06	12,663.16
Per cent on property investment	3.75	.02	.75	.64	4.28			2.07	2.03
Other income	$7,875.00	9,000.00	9,000.00	10,284.24	10,433.33	10,199.37	10,203.19	4,890.76	2,043.47
Total income	$31,265.93	9,137.43	13,642.26	14,260.77	37,120.33	5,357.74	8,253.96	17,895.81	14,706.63
Other deductions	$15,719.20	15,719.20	15,676.67	15,680.00	15,680.02	18,485.82	15,750.00	6,562.50	
Lease of roads									
Interest deductions	$15,719.20	15,719.20	15,676.67	15,680.00	15,680.02	18,485.82	15,750.00	6,562.50	
Miscellaneous other deductions									
Total	$15,719.20	15,719.20	15,676.67	15,680.00	15,680.02	18,485.82	15,750.00	6,562.50	
Net corporate income for the year	$15,546.73	D 6,581.77	D 2,034.41	D 1,419.23	21,440.31	D 13,128.08	D 7,496.04	11,333.31	14,706.63
Per cent on capital stock outstanding	18.01				24.84			13.13	17.04
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$588,110.28	603,657.01	597,075.24	594,453.33	593,034.10	614,474.42	591,929.98	584,433.94	595,767.25
Net corporate income for the year	$15,546.73	D 6,581.77	D 2,034.41	D 1,419.23	21,440.32	D 13,128.08	D 7,496.04	11,333.31	14,706.63
Miscellaneous profit and loss items—net			D $187.50			D 9,416.36			
Total surplus	$603,657.01	597,075.24	594,453.33	593,034.10	614,474.42	591,929.98	584,433.94	595,767.25	610,473.88
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	$603,657.01	597,075.24	594,453.33	593,034.10	614,474.42	591,929.98	584,433.94	595,767.25	610,473.88

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work-equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

Dayton & Union R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912, compared with 1903-1907.	10-year average.	Increase or decrease 1912, compared with 10-year average.	Increase or decrease 1912, compared with 1910.	Increase or decrease 1913, compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—Mileage:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	31.80	31.80	31.76	31.80	0.13	31.78	0.06		
2. Owned—miles of all main tracks	31.80	31.80	31.76	31.80	.13	31.78	.06		
3. Owned—miles of all tracks	37.53	37.53	34.98	36.59	4.60	35.79	4.86		
4. Operated—miles of first main track	47.00	47.00	46.98	47.00	.04	46.99	.02		
5. Operated—miles of all main tracks	48.70	48.70	47.66	48.70	2.18	48.18	1.08		
6. Operated—miles of all tracks	57.86	57.86	52.83	56.92	7.74	54.88	5.43		
B—Total capital obligations	$86,300.00	86,300.00	311,300.00	176,300.00	D 43.37	243,800.00	D 64.60		
Per mile owned—first main track	$2,713.83	2,713.83	9,802.89	5,544.02	D 43.45	7,673.45	D 64.63		
Per mile owned—all main tracks	$2,713.83	2,713.83	9,802.89	5,544.02	D 43.45	7,673.45	D 64.63		
Per mile owned—all tracks	$2,299.49	2,299.49	8,898.77	4,919.20	D 44.72	6,908.98	D 66.72		
Capital stock	$86,300.00	86,300.00	86,300.00	86,300.00		86,300.00			
Increase over previous year									
Funded debt, including notes issued for capital obligations			$225,000.00	90,000.00	D 60.00	157,500.00	D 100.00		
Increase over previous year				D $45,000.00	D 100.00	D 22,500.00	100.00	100.00	100.00
Ratio of capital stock to total capital obligations, per cent	100.00	100.00	27.72	71.09	156.46	49.40	102.43		
C—Property investment [1]	$623,308.34	621,541.42	623,117.21	627,515.22	.71	625,316.21	D.32	D.61	D.89
Per mile owned—first main track	$19,600.89	19,545.33	19,622.08	19,733.18	.57	19,677.63	D.39	D.61	D.89
Per mild owned—all main tracks	$19,600.89	19,545.53	19,622.08	19,733.18	.57	19,677.63	D.39	D.61	D.89
Per mile owned—all tracks	$16,608.27	16,561.19	17,811.55	17,169.57	D 3.60	17,490.56	D 5.04	D.61	D.89
Additions to property investment account	D $1,917.12	D 1,766.92	41.59	4.96	D 88.07	23.27	D 8,338.59	49.65	53.59
D—Income account: [2]									
Total operating revenue, including outside operations	$141,686.64	143,736.17	147,541.94	153,091.22	3.76	150,316.58	D 5.74	D 12.84	D 11.58
Total operating expenses, including outside operations	$111,764.96	121,857.44	108,848.97	121,074.81	11.23	114,961.89	D 2.78	D 9.54	D 1.37

Net operating revenue, including outside operations	$29,921.68	21,878.73	38,692.97	32,016.41	D 17.26	35,354.69	D 15.37	D 23.28	D 43.90
Tax accruals	$9,715.82	8,775.62	5,206.92	7,217.70	38.62	6,212.31	56.40	71.77	58.15
Operating income	$20,205.86	13,103.11	33,486.05	24,798.71	D 25.94	29,142.38	D 30.67	D 39.40	D 60.70
Other income relating to operation	$2,350.00	2,375.00	4,018.50	2,350.00	D 41.52	3,184.25	D 26.20	....	1.06
Hire of equipment—Cr.	....	....	....	....	....	....	....	....	....
Joint Facilities—Cr.	....	....	....	....	....	....	....	....	....
Miscellaneous rents—Cr.	$2,350.00	2,375.00	4,018.50	2,350.00	D 41.52	3,184.25	D 26.20	....	1.06
Total	$22,585.86	15,478.11	37,504.55	27,148.71	D 27.61	32,326.63	D 30.23	D 36.81	D 56.64
Deductions from income relating to operation	$23,846.80	25,660.39	25,737.72	23,631.43	D 8.18	24,684.58	D 3.39	5.10	13.09
Hire of equipment—Dr.	$6,366.57	7,836.37	5,489.16	6,476.04	17.98	5,982.60	6.42	12.86	38.92
Joint facilities—Dr.	$13,880.22	14,224.02	16,648.56	13,588.39	D 18.58	15,101.98	D 8.09	3.21	5.77
Miscellaneous rents—Dr.	$3,600.01	3,600.00	3,600.00	3,600.00	....	3,600.00	....	....	....
Total	$23,846.80	25,660.39	25,737.72	25,631.43	D 8.18	24,684.58	D 3.39	5.10	13.09
Net operating income	D $1,290.94	D 10,182.28	11,766.83	3,517.28	D 70.11	7,642.05	D 116.89	D 109.93	D 178.29
Per cent on property investment	....	....	1.89	.56	D 70.37	1.23	D 116.26	D 110.14	D 179.22
Other income	$2,304.94	2,238.69	9,318.51	5,928.35	D 36.38	7,623.43	D 69.77	D 52.87	D 54.23
Total income	$1,014.00	D 7,943.59	21,085.34	9,445.63	D 55.20	15,265.48	D 93.36	D 94.33	D 144.39
Other deductions	....	....	$15,695.01	8,159.66	D 48.01	11,927.33	D 100.00	D 100.00	D 100.00
Lease of roads	....	....	....	....	....	....	....	....	....
Interest deductions	....	....	$15,695.01	8,159.66	D 48.01	11,927.53	D 100.00	D 100.00	D 100.00
Miscellaneous other deductions	....	....	....	....	....	....	....	....	....
Total	....	....	$15,695.01	8,159.66	D 48.01	11,927.33	D 100.00	D 100.00	D 100.00
Net corporate income for the year	$1,014.00	D 7,943.59	5,390.33	1,285.97	D 76.14	3,338.15	D 69.62	D 91.05	D 170.09
Per cent on capital stock outstanding	1.17	....	6.25	1.49	D 76.16	3.87	D 69.77	D 91.09	D 170.07
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$610,473.88	608,101.18	595,265.99	599,415.89	.70	597,340.94	2.20	4.46	4.05
Net corporate income for the year	$1,014.00	D 7,943.59	5,390.33	1,285.97	D 76,143	3,338,15	D 69.62	D 91,05	D 170.09
Miscellaneous profit and loss items—net	D $3,386.70	D 736.93	D 117.50	D 2,560.61	D 2,079.24	D 1,339.06	D 152.92	D 100.00	D 100.00
Total surplus	$608,101.18	599,420.66	600,538.82	598,141.25	D.40	599,340.03	1.46	2.07	.61
Dividends declared	....	....	....	....	....	....	....	....	....
Per cent on capital stock outstanding	....	....	....	....	....	....	....	....	....
Additions, betterments, and permanent improvements appropriations	....	$19,065.72	....	....	....	....	....	....	100.00
Sinking and special reserve funds appropriations	....	$527,444.88	....	....	....	....	....	....	100.00
Total surplus appropriated	....	$546,510.60	....	....	....	....	....	....	100.00
Unappropriated surplus carried over to the following year	$608,101.18	52,910.06	600,538.82	598,141.25	D.40	599,340.03	1.46	2.07	D 91.12

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Dayton & Union R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 26.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$62,637.50	58,544.57	55,945.02	58,047.83	65,815.06	55,823.13	63,518.39	60,521.81	46,254.46
Passenger revenue	$87,930.31	86,168.98	70,633.08	66,900.33	78,848.34	77,462.19	79,585.90	82,747.68	81,744.20
Mail revenue	$4,245.36	5,018.98	5,019.10	5,016.04	5,018.04	4,546.74	4,567.93	4,585.70	4,580.70
Express revenue	$2,367.97	2,906.47	3,240.20	3,608.21	4,042.30	3,208.78	3,607.09	3,646.94	4,034.14
Other transportation revenue						$7,732.52	8,177.12	8,330.98	9,230.90
Revenue from operations other than transportation			$1,750.32	1,224.59	2,781.12	2,192.82	2,336.99	2,723.28	2,609.07
Total operating revenue	$157,181.14	152,639.00	136,587.72	134,797.00	156,504.86	150,966.18	161,793.42	162,556.39	148,453.47
Per mile operated—first main track	$3,347.84	3,251.09	2,906.12	2,868.02	3,329.89	3,212.04	3,442.41	3,458.64	3,158.58
Per mile operated—all main tracks	$3,347.84	3,251.09	2,906.12	2,767.90	3,213.65	3,099.92	3,322.24	3,337.91	3,048.32
Per mile operated—all tracks	$3,059.18	2,970.78	2,711.14	2,428.33	2,819.39	2,719.62	2,914.67	2,809.47	2,565.73
B—EXPENSES:									
Maintenance of way and structures	$13,037.37	16,134.82	14,627.48	20,473.58	17,852.69	34,385.98	33,502.17	38,603.75	21,994.23
Per mile operated—first main track	$277.68	343.65	311.22	435.60	379.84	731.61	712.81	821.35	467.96
Per mile operated—all main tracks	$277.68	343.65	311.22	420.40	366.58	706.07	687.92	792.68	451.62
Per mile operated—all tracks	$253.74	314.02	290.34	368.82	321.61	619.45	603.53	667.19	380.12
Ratio to total operating revenue	8.29	10.57	10.71	15.19	11.41	22.78	20.70	23.75	14.81
Ratio to total operating expenses	12.40	12.99	13.98	19.24	17.19	27.05	24.80	31.25	20.40
Maintenance of equipment	$20,653.98	27,820.46	17,356.24	18,124.88	14,527.42	18,210.69	29,309.98	16,384.65	14,504.16
Ratio to total operating revenue	13.14	18.22	12.70	13.45	9.28	12.06	18.12	10.08	9.77
Ratio to total operating expenses	19.64	22.39	16.59	17.03	13.99	14.32	21.69	13.26	13.46
Traffic expenses						$2,291.10	2,727.44	3,372.28	4,789.86
Ratio to total operating revenue						1.52	1.69	2.07	3.23
Ratio to total operating expenses						1.80	2.02	2.73	4.44
Transportation expenses	$60,150.77	68,947.42	61,289.26	61,378.32	62,841.26	66,468.04	63,634.42	59,348.84	61,511.98
Ratio to total operating revenue	38.28	45.17	44.87	45.53	40.15	44.03	39.33	36.51	41.43
Ratio to total operating expenses	57.19	55.50	58.60	57.69	60.53	52.29	47.09	48.03	57.06
General expenses	$11,321.69	11,336.34	11,333.12	6,428.64	8,609.10	5,771.46	5,949.06	5,846.17	5,002.85
Ratio to total operating revenue	7.20	7.43	8.30	4.77	5.50	3.82	3.68	3.60	3.37
Ratio to total operating expenses	10.77	9.12	10.83	6.04	8.29	4.54	4.40	4.73	4.64
Total operating expenses	$105,163.81	124,239.04	104,606.10	106,405.42	103,830.47	127,127.27	135,123.07	123,555.69	107,803.08
Ratio to total operating revenue	66.91	81.39	76.58	78.94	66.34	84.21	83.52	76.01	72.61
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—Taxes	$6,082.14	4,834.52	5,821.07	4,902.37	4,894.52	5,408.54	7,964.06	5,656.21	7,343.85
Per mile owned—first main track	$191.93	152.56	167.33	154.16	153.91	170.07	250.44	177.87	230.94
Per mile owned—all main tracks	$191.93	152.56	167.33	154.16	153.91	170.07	250.44	177.87	230.94
Per mile owned—all tracks	$175.33	139.36	151.25	139.35	139.12	153.73	226.38	150.77	195.68
Ratio to total operating revenue	3.87	3.17	3.90	3.64	3.12	3.58	4.92	3.48	4.95
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives						$10,365.09	20,028.96	10,455.55	7,098.30
Cost per 100 pounds tractive power						$11.14	21.52	11.23	7.63
Average cost per locomotive						$1,727.52	3,338.16	1,742.59	1,183.05
Passenger-train cars						$4,145.09	4,750.78	2,133.22	4,024.92
Average cost per passenger car						$690.85	791.80	355.54	670.82
Freight-train cars						$D 346.42	432.57	176.17	101.59
Average cost per freight car						$D 173.21	216.29	88.09	50.80
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$14,680.18	25,118.52	12,679.73	14,750.29	11,364.81	9,341.31	18,821.88	9,248.47	5,891.22
Cost per 100 pounds tractive power	$20.68	35.38	15.54	18.10	13.94	10.04	20.22	9.94	6.33
Average cost per locomotive	$2,936.04	4,186.42	2,113.29	2,458.38	1,894.14	1,556.89	3,136.98	1,541.41	981.87
Passenger-train cars	$5,374.68	2,440.41	4,400.89	568.24	918.21	3,401.45	4,090.78	1,473.22	3,364.92
Average cost per passenger car	$597.19	271.16	488.99	63.14	114.78	566.91	681.80	245.54	560.82
Freight-train cars	$514.02	173.78	231.52	2,517.65	1,922.15	D 496.42	382.53	126.13	51.55
Average cost per freight car [3]									
F—STATISTICS:									
Number of passengers carried 1 mile	4,786,516	5,341,442	4,046,531	3,506,216	4,343,231	4,198,470	4,338,781	4,797,441	4,426,805
Average rate per passenger per mile	$.01837	.01613	.01746	.01908	.01815	.01845	.01834	.01725	.01847
Number of tons of revenue freight carried 1 mile	2,850,015	2,962,731	3,056,748	3,254,339	3,737,498	3,899,557	6,566,489	4,864,146	2,019,146
Average rate per ton per mile	$.02198	.01976	.01830	.01784	.01659	.01432	.00967	.01244	.02291
Average revenue tons per car per mile	11.82	12.01	12.93	14.16	16.13	16.61	25.80	22.40	13.49
Average revenue tons per train per mile	97.96	104.34	105.79	111.70	124.06	131.53	186.98	155.69	68.38

SHRIVER EXHIBIT No. 1—Continued.

Dayton & Union R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	45,276.98	49,781.56	60,197.99	54,278.95	[1] 4.63	[1] 61,592.95	D [1] 10.14	D 25.19	D 17.75
Passenger revenue	73,459.82	70,433.35	78,096.21	78,999.96	1.16	78,548.08	D 6.48	D 11.22	D 14.88
Mail revenue	5,427.58	5,392.89	4,863.50	4,741.73	D 2.50	4,802.62	13.01	18.36	17.60
Express revenue	4,077.58	5,490.06	3,233.03	3,714.91	14.90	3,473.97	17.38	11.80	50.54
Other transportation revenue	10,073.23	9,237.85		8,708.95				20.91	10.89
Revenue from operations other than transportation	3,371.45	3,400.46	1,151.21	2,646.72	129.91	1,898.96	77.54	23.80	24.86
Total operating revenue	141,686.64	143,736.17	147,541.94	153,091.22	3.76	150,316.58	D 5.74	D 12.84	D 11.58
Per mile operated—first main track	3,014.60	3,058.21	3,140.59	3,257.25	3.71	3,198.92	D 5.76	D 12.84	D 11.58
Per mile operated—all main tracks	2,909.37	2,951.46	3,097.32	3,143.55	1.49	3,120.44	D 6.76	D 12.84	D 11.58
Per mile operated—all tracks	2,448.78	2,484.21	2,797.76	2,691.65	D 3.79	2,744.71	D 10.78	D 12.84	D 11.58
B—EXPENSES:									
Maintenance of way and structures	22,366.30	28,615.04	16,425.19	30,170.49	83.68	23,297.84	D 4.00	D 42.06	D 25.87
Per mile operated—first main track	475.87	608.83	349.60	641.92	83.62	495.76	D 4.01	D 42.06	D 25.87
Per mile operated—all main tracks	459.26	587.58	343.91	619.51	80.14	481.71	D 4.66	D 42.06	D 25.87
Per mile operated—all tracks	386.55	494.55	309.71	531.37	71.57	420.54	D 8.08	D 42.06	D 25.88
Ratio to total operating revenue	15.79	19.91	11.23	19.57	74.26	15.40	2.53	D 33.52	D 16.17
Ratio to total operating expenses	20.01	23.48	15.16	24.70	62.93	19.93	.40	D 35.97	D 24.86
Maintenance of equipment	17,476.17	23,077.13	19,696.60	19,177.13	D 2.64	19,436.86	D 10.08	6.66	40.85
Ratio to total operating revenue	12.33	16.05	13.36	12.47	D 6.66	12.92	D 4.57	22.32	59.23
Ratio to total operating expenses	15.64	18.94	17.93	15.67	D 12.60	16.80	D 6.90	17.95	42.84
Traffic expenses	2,593.74	1,964.34		3,154.88				D 23.09	D 41.75
Ratio to total operating revenue	1.83	1.37		2.07				D 11.59	D 33.82
Ratio to total operating expenses	2.32	1.61		2.66				D 15.02	D 41.03
Transportation expenses	64,203.52	62,855.87	62,921.41	63,033.36	[2] 5.19	[2] 64,554.82	[2] 3.47	8.18	5.91
Ratio to total operating revenue	45.31	43.73	42.80	41.32	[1] 1.38	[2] 43.09	[2] 9.40	24.10	19.78
Ratio to total operating expenses	57.44	51.58	57.90	52.39	D [2] 4.92	[2] 56.48	[2] 5.81	19.59	7.39
General expenses	5,125.23	5,345.06	9,805.77	5,538.95	D 43.51	7,672.37	D 33.20	D 12.33	D 8.57
Ratio to total operating revenue	3.62	3.72	6.64	3.62	D 45.48	5.13	D 29.43	.55	3.33
Ratio to total operating expenses	4.59	4.39	9.01	4.58	D 49.17	6.80	D 32.50	D 2.96	D 7.19
Total operating expenses	111,764.96	121,857.44	108,848.97	121,074.81	11.23	114,961.89	D 2.78	D 9.54	D 1.37
Ratio to total operating revenue	78.88	84.78	74.03	79.05	6.78	76.54	3.06	3.78	11.54
Ratio to total operating expenses	100.00	100.00	100.00	100.00		100.00			

C—TAXES	9,715.82	8,775.62	5,206.92	7,217.70	38.62	6,212.31	56.40	71.77	55.15
Per mile owned—first main track	305.58	275.96	163.98	226.97	38.41	195.47	56.30	71.77	55.15
Per mile owned—all main tracks	305.53	275.96	163.98	226.97	38.41	195.47	56.30	71.77	55.15
Per mile owned—all tracks	268.88	233.82	148.88	197.08	32.38	172.98	49.66	71.71	55.08
Ratio to total operating revenue	6.86	6.11	3.54	4.76	34.46	4.15	65.30	97.12	75.57
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	10,173.12	14,904.31		11,624.20				D 2.70	42.55
Cost per 100 pounds tractive power	10.94	16.01		12.49				D 2.58	42.56
Average cost per locomotive	1,695.52	2,484.05		1,937.37				D 2.70	42.55
Passenger train cars	3,696.08	2,532.11		3,750.02				73.26	18.70
Average cost per passenger car	616.01	422.02		625.00				73.26	18.70
Freight train cars	563.34	10.77		185.45				219.77	D 93.89
Average cost per freight car	281.67	5.39		92.73				219.75	D 93.88
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	8,966.04	13,697.23	15,718.71	10,453.75	D 33.49	13,086.25	D 31.49	D 3.05	48.10
Cost per 100 pounds tractive power	9.63	14.72	20.73	11.23	D 45.82	15.98	D 39.74	D 3.12	48.09
Average cost per locomotive	1,494.34	2,282.87	2,717.65	1,742.30	D 35.89	2,229.98	D 32.99	D 3.05	48.10
Passenger train cars	3,036.08	1,872.11	2,740.49	3,073.29	12.16	2,906.89	4.44	106.08	27.08
Average cost per passenger car	506.01	312.02	307.05	512.22	66.82	409.63	23.53	106.08	27.08
Freight train cars	513.30	110.93	1,071.82	115.42	D 89.23	593.62	D 13.53	306.96	D 12.05
Average cost per freight car[3]									
F—STATISTICS:									
Number of passengers carried 1 mile	3,937,529	3,741,490	4,404.787	4,339,805	D 1.48	4,372,296	D 9.95	D 17.92	D 22.01
Average rate per passenger per mile	.01866	.01832	.01784	.01823	2.19	.01804	3.44	8.17	9.10
Number of tons of revenue freight carried 1 mile	2,248,016	2,002,290	3,172,266	3,919,471	23.55	3,545,869	D 36.60	D 53.78	D 58.84
Average rate per ton per mile	.02014	.02486	.10889	.01590	D 15.82	.01740	15.75	61.90	99.84
Average revenue tons per car per mile	14.65	13.76	13.41	18.59	38.63	16.00	D 8.44	D 34.60	D 38.57
Average revenue tons per train per mile	77.61	72.06	108.77	124.04	14.04	116.40	D 33.32	D 50.15	D 53.72

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[1] Includes other transportation revenue for years 1908 to 1912, inclusive.

[2] Includes traffic expenses for years 1908 to 1912, inclusive.

[3] The Dayton & Union R. R. has no freight equipment except 1 box car and 1 caboose.

Shriver Exhibit No. 1—Continued.

The Delaware & Hudson R. R. System.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 27.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—**Mileage**:									
1. Owned—miles of first main track	678.40	781.49	781.49	781.49	946.48	984.13	1,030.62	1,030.62	1,030.35
2. Owned—miles of all main tracks	910.06	1,016.48	1,023.13	1,026.26	1,192.01	1,259.96	1,314.32	1,312.98	1,313.11
3. Owned—miles of all tracks	1,338.45	1,491.30	1,547.06	1,577.36	1,782.11	1,902.21	1,965.14	1,945.12	1,950.77
4. Operated—miles of first main track	717.80	820.89	842.89	842.89	1,009.75	1,047.60	1,094.05	1,094.05	1,115.82
5. Operated—miles of all main tracks	986.46	1,092.88	1,143.53	1,146.66	1,316.15	1,384.39	1,438.75	1,437.41	1,481.62
6. Operated—miles of all tracks	1,414.85	1,570.70	1,667.48	1,697.76	1,907.67	2,026.64	2,069.57	2,069.55	2,119.28
B—Total capital obligations	75,778,000.00	81,915,600.00	76,381,950.00	88,923,850.00	88,143,450.00	97,779,700.00	110,968,700.00	117,691,700.00	124,176,700.00
Per mile owned—first main track	111,701.06	104,819.77	97,738.87	113,787.57	93,127.64	99,356.48	107,671.79	114,195.05	120,518.95
Per mile owned—all main tracks	83,267.04	80,587.52	74,655.18	86,648.46	73,945.23	77,605.40	84,430.50	89,637.09	94,566.87
Per mile owned—all tracks	56,616.23	54,818.71	49,371.69	56,375.11	49,460.16	51,403.21	56,468.60	60,506.14	63,655.22
Capital stock	48,704,000.00	55,391,600.00	55,207,950.00	55,219,850.00	56,710,950.00	56,711,200.00	56,711,200.00	56,813,200.00	56,764,200.00
Increase over previous year	D 100,000.00	6,687,600.00	D 183,650.00	11,900.00	1,491,100.00	250.00	....	102,000.00	D 49,000.00
Funded debt, including notes issued for capital obligations	27,074,000.00	26,524,000.00	21,174,000.00	33,704,000.00	31,432,500.00	41,068,500.00	54,257,500.00	60,878,500.00	67,412,500.00
Increase over previous year	D 350,000.00	D 550,000.00	D5,350,000.00	12,530,000.00	D2,271,500.00	9,636,000.00	13,189,000.00	6,621,000.00	6,534,000.00
Ratio of capital stock to total capital obligations, per cent	64.27	67.62	72.28	62.10	64.34	58.00	51.11	48.27	45.71
C—Property investment[1]	63,072,923.46	66,063,677.77	66,606,774.25	69,902,127.33	83,912,205.17	95,057,162.66	98,227,534.67	99,035,150.39	100,197,910.25
Per mile owned—first main track	92,973.06	84,535.54	85,230.49	89,447.24	88,657.13	96,590.04	95,309.17	96,092.79	97,246.48
Per mile owned—all main tracks	69,306.34	64,992.60	65,100.99	68,113.47	70,395.55	75,444.58	74,736.39	75,427.77	76,305.80
Per mile owned—all tracks	47,123.85	44,210.45	43,053.22	44,315.89	47,085.87	49,971.96	49,985.01	50,914.67	51,363.26
Additions to property investment account	2,297,343.27	2,990,754.31	543,096.48	3,295,353.06	14,010,077.84	11,144,957.49	3,170,372.01	807,615.72	1,062,759.86
D—**Income account**:[2]									
Total operating revenue, including outside operations	12,106,681.14	14,328,279.86	15,517,778.36	16,253,152.21	18,720,761.61	20,109,174.76	19,347,754.05	20,454,366.33	21,623,086.28
Total operating expenses, including outside operations	6,888,384.00	8,361,816.35	9,114,722.60	9,736,412.96	10,912,409.61	11,924,941.73	11,394,883.36	11,980,748.02	13,223,004.20
Net operating revenue, including outside operations	5,218,297.14	5,966,463.51	6,403,055.76	6,516,739.25	7,808,352.00	8,184,233.03	7,952,870.69	8,473,618.31	8,400,082.08
Tax accruals	237,539.55	393,596.83	331,321.99	374,141.28	398,038.94	446,081.56	433,596.04	424,474.48	558,354.40

Operating income	4,980,757.59	5,572,966.68	6,071,733.77	6,142,597.97	7,410,313.06	7,736,151.47	7,519,272.65	8,049,143.88	7,841,727.68
Other income relating to operation									
Hire of equipment—Cr. (balance)	Cr 55,111.80	Cr 85,754.86	Cr 5,254.94	Dr 190,525.89	Dr 90,220.09	Cr 278,355.26	Cr 255,110.65	Cr 260,825.19	Cr 272,741.32
Joint facilities—Cr	30,738.85	35,788.24	35,753.10	32,996.20	47,009.42	74,435.28	84,201.05	121,464.68	141,101.91
Miscellaneous rents—Cr	11,149.85	12,705.15	12,963.77	15,549.86	26,417.84	127.61	2,933.88	55,912.87	53,421.35
Total	97,000.50	134,226.25	53,971.81	Dr 141,979.83	Dr 16,792.83	352,918.15	342,245.58	438,202.74	467,264.58
Deductions from income relating to operation									
Hire of equipment—Dr. (balance)									
Joint facilities—Dr	98,051.89	122,414.51	131,823.56	140,014.65	169,584.56	223,986.74	258,323.01	281,766.74	283,854.34
Miscellaneous rents—Dr					251.27	2,937.76	898.50	17,340.12	21,249.98
Total	98,051.89	122,414.51	131,827.56	140,014.65	169,835.83	226,924.50	259,221.51	299,106.86	305,104.32
Net operating income	4,979,706.20	5,584,678.42	5,993,882.02	5,860,603.49	7,223,684.40	7,862,145.12	7,602,296.72	8,188,239.76	8,003,887.94
Per cent on property investment	7.90	8.45	9.00	8.38	8.61	8.27	7.74	8.27	7.99
Other income	2,770,815.71	2,443,072.59	1,853,567.58	1,215,195.82	1,811,264.63	946,233.86	1,347,735.41	561,796.36	1,077,495.05
Total income	7,750,521.91	8,027,751.01	7,847,449.60	7,075,799.31	9,034,949.03	8,808,378.98	8,950,032.13	8,750,036.12	9,081,382.99
Other deductions									
Lease of roads									
Interest deductions	1,600,896.09	1,614,337.00	1,310,450.00	1,319,977.22	1,730,511.07	1,915,620.46	2,389,011.45	2,616,981.04	2,861,440.51
Miscellaneous other deductions					173.82				
Total	1,600,896.09	1,614,337.00	1,310,450.00	1,319,977.22	1,750,684.89	1,915,620.46	2,389,011.45	2,616,981.04	2,861,440.51
Net corporate income for the year	6,149,625.82	6,413,414.01	6,536,999.60	5,755,822.09	7,284,264.14	6,892,758.52	6,561,020.68	6,133,055.08	6,219,942.48
Per cent on capital stock outstanding	12.63	11.58	11.84	10.42	12.84	12.15	11.57	10.80	10.96
Per cent of net corporate income (plus interest on funded debt) to total capital obligations	10.23	9.80	10.27	7.96	10.25	9.01	8.07	7.43	7.31
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	5,054,573.61	7,995,229.10	6,790,472.08	6,732,311.58	6,288,448.61	7,824,858.30	8,675,264.47	9,970,809.89	9,524,926.44
Net corporate income for the year	6,149,625.82	6,413,414.01	6,536,999.60	5,755,822.09	7,284,264.14	6,892,758.52	6,561,020.68	6,133,055.08	6,219,942.48
Miscellaneous profit and loss items—net	Cr 271,141.67	2,524,151.72	927,789.16	1,327,066.09	Cr 13,521.53	969,597.60	140,239.26	1,388,630.03	413,167.86
Total surplus	11,475,341.10	11,844,491.39	12,399,682.52	11,161,067.58	13,586,234.28	13,748,019.22	15,096,045.89	14,715,234.94	15,331,701.06
Dividends declared	3,485,609.00	3,824,476.50	3,942,801.00	4,011,814.00	4,830,637.50	4,956,789.75	5,009,271.00	5,045,352.25	4,900,486.00
Per cent on capital stock outstanding	7.16	6.90	7.14	7.27	8.52	8.74	8.83	8.88	8.63
Additions, betterments, and permanent improvements appropriations		1,188,039.81	1,666,412.19	787,479.97	839,846.43				
Sinking and special reserve funds appropriations	34,503.00	41,503.00	58,157.75	73,325.00	90,082.05	115,965.00	115,965.00	144,956.25	
Total surplus appropriated									
Unappropriated surplus carried over to the following year	7,955,229.10	6,790,472.08	6,732,311.58	6,288,448.61	7,824,858.30	8,675,264.47	9,970,809.89	9,524,926.44	10,431,215.06

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

The Delaware & Hudson R. R. System—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—Mileage:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	1,030.35	1,030.35	793.87	1,021.22	28.64	907.54	13.53	D 0.03	D 0.03
2. Owned—miles of all main tracks	1,313.11	1,313.49	1,033.59	1,302.68	26.03	1,168.13	12.41	0.01	0.04
3. Owned—miles of all tracks	1,959.85	1,997.84	1,547.86	1,944.62	25.63	1,746.24	12.23	0.76	2.71
4. Operated—miles of first main track	1,115.82	1,117.72	846.85	1,093.47	29.12	970.16	15.01	1.99	2.16
5. Operated—miles of all main tracks	1,481.62	1,485.80	1,137.14	1,444.76	27.05	1,290.95	14.77	3.08	3.37
6. Operated—miles of all tracks	2,128.36	2,170.15	1,651.69	2,086.68	26.34	1,869.18	13.87	2.84	4.86
B—Total capital obligations	123,970,700.00	123,725,700.00	82,228,570.00	114,917,500.00	39.75	98,573,035.00	25.77	5.34	5.13
Per mile owned—first main track	120,319.01	120,081.23	103,579.38	112,529.62	8.64	108,615.64	10.78	5.36	5.15
Per mile owned—all main tracks	94,409.99	94,196.15	79,556.27	88,216.22	10.89	84,385.33	11.88	5.32	5.09
Per mile owned—all tracks	63,255.20	61,929.73	53,124.04	59,095.09	11.24	56,448.73	12.06	4.54	2.35
Capital stock	56,764,200.00	56,764,200.00	54,246,870.00	56,752,800.00	4.62	55,499,835.00	2.28	D 0.09	D 0.09
Increase over previous year	....	....	1,581,390.00	10,650.00	D 99.33	798,020.00	D 100.00	D 100.00	D 100.00
Funded debt, including notes issued for capital obligations	67,206,500.00	66,961,500.00	27,981,700.00	58,164,700.00	107.87	43,073,200.00	56.03	10.39	9.99
Increase over previous year	D 206,000.00	D 245,000.00	801,700.00	7,154,800.00	792.45	3,978,250.00	D 105.17	D 103.11	D 103.70
Ratio of capital stock to total capital obligations, per cent	45.79	45.88	65.97	49.39	25.13	56.30	D 18.67	D 5.14	D 4.95
C—Property investment[1]	104,222,409.35	106,359,626.82	69,911,541.59	99,348,033.46	42.11	84,629,787.52	23.15	5.24	7.40
Per mile owned—first main track	101,152.43	103,226.69	88,064.22	97,283.67	10.47	93,251.85	8.47	5.27	7.42
Per mile owned—all main tracks	79,370.66	80,974.82	67,659.52	76,264.34	12.75	72,448.95	9.55	5.23	7.35
Per mile owned—all tracks	53,178.77	53,237.31	45,166.58	51,088.66	13.11	48,464.01	9.73	4.44	4.56
Additions to property investment account	4,024,499.10	2,137,217.47	4,627,324.99	4,042,040.83	D 12.65	4,334,682.91	D 7.16	398.32	164.63
D—Income account:[2]									
Total operating revenue, including outside operations	22,038,644.62	24,762,980.21	15,385,330.63	20,714,605.21	34.64	18,049,967.92	22.10	7.75	21.06
Total operating expenses, including outside operations	13,641,829.47	15,359,014.92	9,002,749.10	12,433,081.36	38.10	10,717,915.23	27.28	13.86	28.20
Net operating revenue, including outside operations	8,396,815.15	9,403,965.29	6,382,581.58	8,281,523.85	29.75	7,332,052.69	14.52	D 0.91	10.98

Tax accruals	610,516.67	621,190.04	346,927.72	495,005.02	42.68	420,966.37	45.08	43.83	46.34
Operating income	7,786,298.48	8,782,775.25	6,055,653.81	7,786,518.83	29.01	6,911,086.32	12.66	D 3.26	9.11
Other income relating to operation									
Hire of equipment—Cr. (balance)	Cr 213,662.07	Cr 274,075.27	Dr 26,928.88	Cr 256,138.90	1,051.16	Cr 114,605.01	86.43	D 18.08	5.08
Joint facilities—Cr	145,928.95	172,992.65	36,457.16	113,426.37	211.12	74,941.76	94.72	20.14	42.42
Miscellaneous rents—Cr	53,516.75	112,587.62	15,756.89	33,182.49	110.59	24,469.69	118.70	D 4.29	101.36
Total	413,107.77	559,655.54	25,285.17	402,747.76	1,492.83	214,016.46	93.03	D 5.72	27.72
Deductions from income relating to operation									
Hire of equipment—Dr. (balance)									
Joint facilities—Dr	320,156.17	370,762.07	132,377.83	273,617.40	106.69	202,997.61	57.71	13.62	31.58
Miscellaneous rents—Dr	20,677.08	18,257.37	50.25	12,620.69	25,015.80	6,335.47	226.39	19.24	5.29
Total	340,833.25	389,019.44	132,428.08	286,238.09	116.15	209,333.08	62.82	13.95	30.06
Net operating income	7,858,573.00	8,953,411.35	5,928,510.90	7,905,028.50	33.30	6,915,769.70	13.63	D 4.02	9.34
Per cent on property investment	7.54	8.42	8.48	7.95	D 6.25	8.17	D 7.71	D 8.82	1.81
Other income	1,080,780.38	2,015,897.45	2,018,783.27	1,002,808.22	D 50.33	1,510,795.74	D 28.46	92.38	258.83
Total income	8,939,353.38	10,969,308.80	7,947,294.17	8,905,836.72	12.06	8,426,565.44	6.09	2.16	25.36
Other deductions									
Lease of roads									
Interest deductions	2,925,223.25	²2,916,998.13	1,519,234.27	2,541,655.34	67.30	2,030,444.80	44.07	11.78	11.46
Miscellaneous other deductions			34.77		D 100.00	17.39	D 100.00		
Total	2,925,223.25	2,916,998.13	1,519,269.04	2,541,655.34	67.29	2,030,462.19	44.07	11.78	11.46
Net corporate income for the year	6,014,130.13	8,052.310.67	6,428,025.13	6,364,181.38	D 0.99	6,396,103.25	D 5.97	D 1.94	31.29
Per cent on capital stock outstanding	10.60	14.19	11.85	11.21	D 5.40	11.52	D 7.99	D 1.85	31.39
Per cent of net corporate income (plus interest on funded debt) to total capital obligations	7.21	8.87	9.66	7.75	D 19.77	8.55	D 15.67	D 2.96	19.38
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	10,431,215.06	11,515,704.55	6,564,206.99	9,285,414.83	41.46	7,924,810.91	31.63	4.62	15.49
Net corporate income for the year	6,014,130.13	8,052,310.67	6,428,025.13	6,364,181.58	D 0.99	6,896,103.35	D 5.97	D 1.94	31.29
Miscellaneous profit and loss items—net	29,033.14	Cr 924,828.84	898,868.75	588,133.78	D 34.57	743,501.26	D 96.10	D 97.91	D 166.60
Total surplus	16,416,312.05	20,492,844.06	12,093,363.37	15,061,462.63	24.54	13,577,413.00	20.91	11.56	39.26
Dividends declared	4,900,607.50	4,900,576.00	4,019,067.60	4,962,501.30	23.47	4,490,784.45	9.13	D 2.87	D 2.87
Per cent on capital stock outstanding	8.63	8.63	7.41	8.74	17.95	8.09	6.67	D 2.82	D 2.82
Additions, betterments, and permanent improvements appropriations			896,355.68		D 100.00	448,177.84	D 100.00		
Sinking and special reserve funds appropriations			59,676.16	75,377.25	26.31	67,526.70	D 100.00	D 100.00	D 100.00
Total surplus appropriated									
Unappropriated surplus carried over to the following year	11,515,704.55	15,592,268.06	7,118,263.94	10,023,584.08	40.82	8,570,924.01	34.34	20.90	63.70

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Delaware & Hudson R. R. System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 28.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	9,290,617.92	11,432,109.19	12,566,139.96	13,069,221.88	15,272,471.58	16,408,116.47	15,868,312.88	16,394,084.72	17,804,073.08
Passenger revenue	2,428,779.00	2,490,617.95	2,509,239.33	2,703,200.86	2,946,754.03	3,034,984.92	2,837,644.95	3,022,311.69	3,079,922.89
Mail revenue	106,733.49	113,549.36	113,757.77	132,530.43	137,923.11	138,077.50	138,292.28	125,757.56	123,425.62
Express revenue	165,587.05	167,849.96	173,491.66	185,984.66	196,406.31	205,128.46	196,262.85	215,928.61	222,298.46
Other trantportation revenue	34,775.74	35,690.97	36,529.98	35,527.55	58,545.40	93,233.28	103,329.51	158,679.92	172,901.45
Revenue from operations other than transportation	72,422.53	70,959.66	70,268.37	71,421.06	71,157.36	176,874.95	154,679.57	484,917.66	154,636.43
Revenue from outside operations	7,765.41	17,503.77	48,351.29	55,265.77	57,493.82	52,759.20	49,232.01	52,686.17	65,828.33
Total operating revenue	12,106,681.14	14,328,279.86	15,517,778.36	16,253,152.21	18,720,761.61	20,109,174.76	19,347,754.05	20,454,366.33	21,623,086.28
Per mile operated—first main track	16,866.37	17,454.56	18,410.20	19,282.64	18,540.00	19,195.47	17,684.52	16,696.01	19,378.65
Per mile operated—all main tracks	12,272.85	13,110.57	13,570.06	14,174.34	14,223.88	14,525.66	13,447.61	14,230.02	14,594.22
Per mile operated—all tracks	8,556.86	9,122.22	9,306.12	9,573.29	9,813.42	9,922.42	9,259.20	9,883.48	10,203.03
B—EXPENSES:									
Maintenance of way and structures	1,438,189.05	1,613,545.18	1,668,135.80	1,457,359.09	1,545,384.03	1,729,903.04	1,472,599.11	1,394,327.46	1,693,274.74
Per mile operated—first main track	2,003.60	1,965.60	1,979.06	1,729.00	1,530.46	1,651.30	1,346.01	1,274.46	1,517.52
Per mile operated—all main tracks	1,457.93	1,476.41	1,458.75	1,270.96	1,174.17	1,249.58	1,023.53	970.03	1,142.85
Per mile operated—all tracks	1,016.49	1,027.27	1,000.39	858.40	810.09	853.50	704.74	673.73	798.99
Ratio to total operating revenue	11.88	11.26	10.75	8.97	8.25	8.60	7.61	6.82	7.83
Ratio to total operating expenses	20.88	19.30	18.30	14.97	14.16	14.51	12.92	11.64	12.81
Maintenance of equipment	1,263,908.61	1,581,296.71	1,644,223.02	1,933,492.61	2,224,308.03	2,444,993.54	2,322,214.54	2,751,919.65	3,116,198.85
Ratio to total operating revenue	10.60	11.04	10.60	11.90	11.88	12.16	12.00	13.45	14.41
Ratio to total operating expenses	18.64	18.91	18.04	19.86	20.38	20.50	20.38	22.97	23.57
Traffic expenses	....	....	....	....	....	202,814.60	216,769.69	243,290.00	270,109.96
Ratio to total operating revenue	....	....	....	....	....	1.01	1.12	1.19	1.25
Ratio to total operating expenses	....	....	....	....	....	1.70	1.90	2.03	2.04
Transportation expenses	3,970,513.30	4,790,391.56	5,377,470.71	5,889,647.85	6,724,654.65	7,070,673.86	6,842,958.41	7,052,987.77	7,543,569.32
Ratio to total operating revenue	32.80	33.43	34.65	36.24	35.92	35.16	35.37	34.48	34.89
Ratio to total operating expenses	57.64	57.29	59.00	60.49	61.62	59.29	60.05	58.87	57.05
General expenses	191,457.90	356,598.47	379,783.66	407,996.66	366,437.18	427,808.78	488,321.17	483,719.14	530,819.65
Ratio to total operating revenue	1.58	2.49	2.45	2.51	1.96	2.13	2.52	2.36	2.45
Ratio to total operating expenses	2.78	4.26	4.17	4.19	3.36	3.59	4.29	4.04	4.01
Expenses from outside operations	4,315.14	19,984.43	45,109.41	47,916.75	51,625.72	48,747.91	52,020.44	54,504.00	69,011.68
Total operating expenses	6,888,384.00	8,361,816.35	9,114,722.60	9,736,412.96	10,912,409.61	11,924,841.73	11,394,883.36	11,980,748.02	13,223,004.20
Ratio to total aperating revenue	56.90	58.36	58.74	59.90	58.29	59.30	58.90	58.57	61.15
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES	287,539.55	393,596.83	331,321.99	374,141.28	398,038.94	448,081.56	435,598.04	424,474.43	558,354.40
Per mile owned—first main track	350.15	503.65	423.96	478.75	420.55	455.31	420.71	411.86	541.91
Per mile owned—all main tracks	261.02	387.22	323.83	364.57	332.92	355.63	329.90	323.29	425.22
Per mile owned—all tracks	177.47	263.40	214.16	237.19	223.35	235.56	220.65	218.23	286.22
Ratio to total operating revenue	1.96	2.75	2.14	2.30	2.13	2.23	2.24	2.08	2.58
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	422,904.95	531,927.72	615,863.14	707,085.39	878,430.02	989,953.29	1,019,265.93	1,380,252.30	1,468,203.85
Cost per 100 pounds tractive power	5.15	5.26	6.53	6.81	6.69	6.49	6.85	9.08	9.86
Average cost per locomotive	1,149.19	1,266.49	1,764.71	1,900.15	1,960.78	1,937.29	2,088.66	2,911.92	3,219.75
Passenger-train cars	128,512.74	142,962.31	143,907.65	151,091.86	147,083.22	142,832.21	127,626.96	154,309.87	184,760.11
Average cost per passenger car	347.33	371.33	380.71	399.71	354.42	339.27	303.87	365.66	439.91
Freight-train cars	486,637.22	597,080.58	641,142.51	739,660.88	838,699.17	1,126,879.52	997,408.00	1,021,877.49	1,248,709.77
Average cost per freight car	35.90	42.64	48.34	56.36	47.82	49.33	43.97	45.73	57.25
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	396,384.17	505,406.94	589,362.36	681,284.61	878,430.62	988,426.62	1,024,548.46	1,325,972.84	1,414,958.80
Cost per 100 pounds tractive power	4.83	5.00	6.25	6.55	6.69	6.48	6.88	8.73	9.50
Average cost per locomotive	1,077.13	1,203.35	1,688.72	1,831.41	1,960.78	1,934.30	2,099.48	2,797.41	3,102.98
Passenger-train cars	128,512.74	142,962.31	143,907.65	151,091.86	147,083.22	140,378.93	123,526.96	154,309.87	183,460.11
Average cost per passenger car	347.33	371.33	380.71	399.71	354.42	333.44	294.11	365.66	436.81
Freight-train cars	413,158.00	523,601.36	567,663.29	666,181.66	838,699.17	1,045,803.40	944,135.03	939,586.09	1,106,665.41
Average cost per freight car	30.48	37.39	42.80	50.76	47.82	45.78	41.62	42.05	50.74
F—STATISTICS:									
Number of passengers carried 1 mile	105,734,894	113,368,321	116,378,464	126,970,117	138,148,166	141,218,321	132,844,956	144,290,076	148,614,611
Average rate per passenger per mile	.02297	.02197	.02156	.02129	.02123	.02149	.02136	.02094	.02072
Number of tons of revenue freight carried 1 mile[1]	1,394,859,048	1,674,450,316	1,940,406,565	2,098,588,217	2,370,527,398	2,325,903,696	2,277,830,101	2,464,493,115	2,554,296,022
Average rate per ton per mile	.00666	.00682	.00647	.00622	.00644	.00705	.00696	.00665	.00697
(a) Average rate per ton per mile	.00704	.00722	.00684	.00657	.00676	.00705	.00696	.00665	.00697
(b) Average rate per ton per mile	.00651	.00668	.00633	.00608	.00629	.00664	.00643	.00617	.00653
Average revenue tons per loaded car per mile	20.85	22.23	23.38	24.00	25.18	25.09	24.17	24.06	24.94
(a) Average revenue tons per loaded car per mile	19.29	20.56	21.62	22.20	23.30	25.09	24.17	24.06	24.94
(b) Average revenue tons per loaded car per mile	20.85	22.23	23.38	24.00	25.18	26.66	26.15	25.91	25.64
Average revenue tons per car per mile	14.24	14.92	15.85	16.66	17.65	16.38	15.69	16.80	16.52
(a) Average revenue tons per car per mile	13.17	13.80	14.66	15.41	16.33	16.38	15.69	16.80	16.52
(b) Average revenue tons per car per mile	14.24	14.92	15.85	16.66	17.65	17.40	16.97	18.09	17.64
Average revenue tons per train per mile	373.60	408.06	428.82	465.89	456.18	406.11	394.22	420.03	439.58
(a) Average revenue tons per train per mile	345.58	377.46	396.65	430.95	422.11	406.11	394.22	420.03	439.58
(b) Average revenue tons per train per mile	373.60	408.06	428.82	465.89	456.18	431.42	426.57	452.24	469.45

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[1] Includes company material prior to Sept. 1, 1907.

Previous to Sept. 1, 1907, it was the practice of the Delaware & Hudson Co. to assess charges on company material at various rates (generally 2 mills per ton per mile). The company freight movement was not recorded separately, hence it is impossible to state for the period prior to date the above averages exclusive of the effect of company material. In order to enable a comparison of the results, the figures are given in addition to the figures reported to the Interstate Commerce Commission, in the following form:

(*a*) Excludes company material; for the reason above assigned, for the period prior to Sept. 1, 1907. Company material ton-mileage has been estimated on basis of actual figures for subsequent years.

(*b*) Includes company material; charges on company material lower than tariff rates were included in revenue prior to Sept. 1, 1907; no revenue, however, was assessed thereon subsequent to Sept. 1, 1907.

Shriver Exhibit No. 1—Continued.

The Delaware & Hudson R. R. System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—Revenues:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenues	18,024,007.75	20,570,506.28	12,326,111.91	16,699,718.98	37.11	14,612,915.44	23.34	9.94	25.47
Passenger revenue	3,154,838.65	3,279,446.21	2,615,720.23	3,025,940.62	15.68	2,820,830.42	11.84	4.38	8.51
Mail revenue	125,456.70	125,248.24	120,898.83	130,201.93	7.69	125,550.38	D 0.07	D 0.24	D 0.40
Express revenue	260,601.95	350,497.37	177,863.93	220,044.07	23.71	198,954.00	30.99	20.69	62.32
Other transportation revenue	174,132.45	184.320.92	36,213.93	140,455.32	287.85	88,334.63	97.13	9.74	16.16
Revenue from operations other than transportation	150,981.83	180,623.85	71,245.79	224,418.08	214.99	147,831.94	2.13	D 68.86	D 62.75
Revenue from outside operations	148,625.29	72,337.34	37,276.01	73,826.21	98.05	55,551.11	167.55	182.10	37.30
Total operating revenue	22,038,644.62	24,762,980.21	15,385,330.63	20,714,606.21	34.64	18,049,967.92	22.10	7.75	21.06
Per mile operated—first main track	19,751.08	22,154.90	18,167.72	18,943.92	4.27	18,605.15	6.16	5.64	18.50
Per mile operated—all main tracks	14,674.69	16,666.43	13,529.85	14,337.75	5.97	13,981.92	6.39	4.53	17.12
Per mile operated—all tracks	10,354.75	11,410.72	9,314.90	9,927.06	6.57	9,656.62	7.23	4.77	15.45
B—Expenses:									
Maintenance of way and structures	1,837,079.68	2,033,332.39	1,544,522.63	1,625,436.80	5.24	1,584,979.71	15.91	31.75	45.83
Per mile operated—first main track	1,646.39	1,819.16	1,823.84	1,485.49	D 18.50	1,633.73	0.77	29.18	42.74
Per mile operated—all main tracks	1,239.91	1,368.51	1,358.25	1,125.10	D 17.17	1,227.76	0.99	27.82	41.08
Per mile operated—all tracks	863.14	936.95	935.12	778.96	D 16.70	847.95	1.79	28.11	39.07
Ratio to total operating revenue	8.34	8.21	10.04	7.85	D 21.81	8.78	D 5.01	22.29	20.38
Ratio to total operating expenses	13.47	13.24	17.16	13.07	D 23.83	14.79	D 8.92	15.72	13.75
Maintenance of equipment	3,070,572.29	3,688,323.16	1,733,445.80	2,741,179.78	58.13	2,237,312.79	37.24	11.58	34.03
Ratio to total operating revenue	13.93	14.89	11.27	13.23	17.39	12.40	12.34	3.57	10.78
Ratio to total operating expenses	22.51	24.01	19.25	22.05	14.55	20.87	7.86	D 2.00	4.53
Traffic expenses	278,722.81	287,965.16	....	242,341.42	100.00	....	....	14.56	18.37
Ratio to total operating revenue	1.26	1.16	....	1.17	100.00	....	....	5.88	D 2.52
Ratio to total operating expenses	2.04	1.88	....	1.95	100.00	....	....	0.49	D 7.39
Transportation expenses	7,746,304.29	8,471,920.05	5,350,535.61	7,251,302.73	35.52	6,300,919.17	22.94	9.83	20.12
Ratio to total operating revenue	35.15	34.21	34.77	35.01	0.69	34.91	0.69	1.94	D 0.78
Ration to total operating expenses	56.78	55.16	59.43	58.32	D 1.87	58.79	D 3.42	D 3.55	6.30
General expenses	592,299.57	732,523.53	340,454.77	504,593.66	48.21	422,524.22	40.18	22.45	51.44
Ratio to total operating revenue	2.69	2.96	2.21	2.44	10.41	2.34	14.96	13.98	26.69
Ratio to total operating expenses	4.34	4.77	3.78	4.06	7.41	3.94	10.15	7.43	18.07
Expenses from outside operations	116,850.83	144,930.65	33,790.29	68,226.97	101.91	51,008.63	129.08	114.39	165.91
Total operating expenses	13,641,829.47	15,350,014.92	9,002,749.10	12,433,081.36	38.10	10,717,915.23	27.28	13.86	28.20
Ratio to total operating revenue	61.90	62.02	58.52	60.02	2.56	59.38	4.24	5.69	5.89
Ratio to total operating expenses	100.00	100.00	100.00	100.00	0.00	100.00	0.00	0.00	0.00

C—Taxes	610,516.67	621,190.04	346,927.72	495,005.02	42.68	420,966.37	45.08	42.83	46.34
Per mile owned—first main track	592.53	602.89	437.01	484.72	10.92	463.85	27.74	43.87	46.38
Per mile owned—all main tracks	464.94	472.93	335.65	379.99	13.21	360.38	29.01	43.82	46.29
Per mile owned—all tracks	311.51	310.93	224.13	254.55	13.57	241.07	29.22	42.74	42.48
Ratio in total operating revenue	2.77	2.51	2.25	2.39	6.22	2.33	18.88	35.17	20.67
D—REPAIRS, RENEWALS, AND **DEPRECIATION** OF EQUIPMENT:									
Steam locomotives	1,423,986.89	1,696,559.48	631,390.24	1,256,383.06	98.98	943,861.65	50.87	3.17	22.92
Cost per 100 pounds tractive power	9.08	9.92	6.16	8.27	34.25	7.42	22.87	....	9.25
Average cost per locomotive	3,095.62	3,505.29	1,614.01	2,628.31	62.84	2,169.80	42.67	6.31	20.30
Passenger-train cars	195,377.63	235,007.98	142,711.56	160,981.36	12.80	151,846.46	28.67	26.61	52.30
Average cost per passenger car	468.53	567.65	370.68	383.29	3.40	376.79	24.55	28.13	55.24
Freight-train cars	1,186,405.01	1,413,293.15	660,644.07	1,116,656.00	69.03	888,650.04	33.73	16.30	38.30
Average cost per freight car	55.02	56.13	46.21	50.17	8.57	48.62	13.16	20.31	44.61
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	1,395,927.26	1,664,566.90	610,173.62	1,229,966.79	101.58	920,070.20	51.72	5.28	25.54
Cost per 100 pounds tractive power	8.90	9.74	5.95	8.11	36.30	7.23	23.10	1.95	11.57
Average cost per locomotive	3,034.62	3,439.19	1,560.55	2,573.15	64.89	2,115.10	43.47	8.48	22.94
Passenger-train cars	195,228.92	229,603.62	142,711.56	159,350.96	11.68	151,046.26	29.26	26.52	48.92
Average cost per passenger car	468.17	555.08	370.68	379.48	2.37	374.80	24.91	28.03	51.80
Freight-train cars	1,108,695.20	1,265,503.30	601,860.69	1,028,977.02	70.97	815,418.85	35.96	18.00	33.62
Average cost per freight car	51.33	58.75	42.10	46.23	9.81	44.61	15.06	22.07	39.71
F—STATISTICS:									
Number of passengers carried 1 mile	152,749,313	163,253,977	120,119,992	143,943,456	19.83	132,031,724	15.69	5.86	13.14
Average rate per passenger per mile	.02065	.02009	.02175	.02102	D 3.36	.02135	D 3.28	D 1.88	D 4.06
Number of tons of revenue freight carried 1 mile[1]	2,658,224,599	3,060,971,982	1,895,767,909	2,456,149,506	29.56	2,175,958,708	22.16	7.06	24.20
Average rate per ton per mile	.00678	.00672	.00650	.00688	5.85	.00671	1.04	1.95	1.05
(a) Average rate per ton per mile	.00678	.00672	.00686	.00688	0.29	.00687	D 1.31	1.95	1.05
(b) Average rate per ton per mile	.00641	.00627	.00635	.00643	1.26	.00640	0.16	3.89	1.62
Average revenue tons per loaded car per mile	24.70	25.96	23.30	24.40	4.72	23.91	3.30	2.66	7.90
(a) Average revenue tons per loaded car per mile	24.70	25.96	21.56	24.40	13.17	23.13	6.79	2.66	7.90
(b) Average revenue tons per loaded car per mile	26.10	27.82	23.30	26.23	12.58	24.84	5.07	0.73	7.87
Average revenue tons per car per mile	16.83	17.39	16.00	16.45	2.81	16.25	3.57	0.18	3.51
(a) Average revenue tons per car per mile	16.83	17.39	14.80	16.45	11.15	15.72	7.06	0.18	3.51
(b) Average revenue tons per car per mile	17.78	18.63	16.00	17.58	9.88	16.88	5.33	D 1.71	2.90
Average revenue tons per train per mile	467.93	521.02	429.63	425.47	D 0.97	427.27	9.52	11.40	24.04
(a) Average revenue tons per train per mile	467.93	521.02	397.44	425.47	7.05	413.32	13.21	11.40	24.04
(b) Average revenue tons per train per mile	494.47	558.27	429.63	454.75	5.85	443.66	11.40	9.34	23.45

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[1] **Includes company material prior to Sept. 1, 1907.**

Previous to Sept. 1, 1907, it was the practice of the Delaware & Hudson Co. to assess charges on company material at various rates (generally 2 mills per ton per mile). The company freight movement was not recorded separately, hence it is impossible to state for the period prior to date the above averages exclusive of the effect of company material. In order to enable a comparison of the results, the figures are given, in addition to the figures reported to the Interstate Commerce Commission, in the following form:

(a) **Excludes company material; for the reason above assigned, for the period prior** to Sept. 1, 1907. Company material ton-mileage has been estimated on basis of actual figures for subsequent years.

(b) Includes company material; charges on company material lower than tariff rates were included in revenue prior to Sept. 1, 1907; no revenue, however, was assessed thereon subsequent to Sept. 1, 1907.

SHRIVER EXHIBIT No. 1—Continued.

The Delaware, Lackawanna & Western R. R. Co.

[Items in italic denote contra; D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 29.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	771.55	770.81	789.08	789.08	790.02	790.11	790.11	834.78	834.77
2. Owned—miles of all main tracks	1,244.57	1,250.50	1,268.73	1,268.73	1,270.08	1,270.26	1,270.26	1,314.41	1,314.40
3. Owned—miles of all tracks	1,939.46	1,965.80	2,035.58	2,072.33	2,108.02	2,149.94	2,169.46	2,267.52	2,309.72
4. Operated—miles of first main track	786.86	786.12	804.39	804.39	805.03	805.42	805.17	849.15	849.14
5. Operated—miles of all main tracks	1,259.88	1,265.81	1,284.04	1,284.04	1,285.39	1,285.57	1,292.13	1,328.78	1,328.77
6. Operated—miles of all tracks	1,954.77	1,981.11	2,050.89	2,087.64	2,124.33	2,165.25	2,184.52	2,313.85	2,324.09
B—TOTAL CAPITAL OBLIGATIONS	121,839,478.13	121,839,478.13	121,780,478.13	121,086,528.13	120,660,528.13	117,753,528.13	116,592,128.13	120,261,228.13	121,156,228.13
Per mile owned—first main track	157,915.20	158,066.81	154,332.23	153,452.79	152,730.98	149,034.34	147,564.42	144,063.38	145,137.26
Per mile owned—all main tracks	97,896.84	97,432.60	95,986.12	95,439.16	95,002.30	92,700.33	91,786.03	91,494.46	92,176.07
Per mile owned—all tracks	62,821.34	61,976.43	59,825.93	58,430.14	57,238.79	54,770.61	53,742.47	53,036.46	52,454.94
Capital stock	59,399,478.13	59,399,478.13	59,399,478.13	59,398,528.13	59,398,528.13	59,387,528.13	59,398,528.13	63,475,528.13	63,475,528.13
Increase over previous year	....	....	....	*950.00*	....	....	....	4,077,000.00	....
Funded debt, including notes issued for capital obligations	62,440,000.00	62,440,000.00	62,381,000.00	61,688,000.00	61,262,000.00	58,355,000.00	57,193,600.00	56,785,700.00	57,680,700.00
Increase over previous year	2,500,000.00	....	*59,000.00*	*793,000.00*	*426,000.00*	*2,907,000.00*	*1,161,400.00*	*407,900.00*	895,000.00
Ratio of capital stock to total capital obligations	48.75	48.75	48.78	49.05	49.23	50.44	50.95	52.78	52.39
C—PROPERTY INVESTMENT[1]	126,065,306.31	130,378,137.71	135,556,191.45	141,650,028.96	145,520,801.79	148,021,987.60	150,613,891.23	156,150,695.24	159,691,735.70
Per mile owned—first main track	163,392.27	169,144.33	71,790.17	179,520.49	184,198.88	187,343.52	190,623.95	187,056.10	191,300.28
Per mile owned—all main tracks	101,292.26	104,260.81	106,844.00	111,651.83	114,576.09	116,528.89	118,569.34	118,799.01	121,494.02
Per mile owned—all tracks	65,000.21	66,323.20	66,593.40	68,355.92	69,031.98	68,849.35	69,424.60	68,864.09	69,139.00
Additions to property investment account	6,616,474.66	4,312,831.40	5,178,053.74	6,099,837.51	3,864,772.83	2,501,185.81	2,591,903.63	5,536,804.01	3,541,040.46
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	25,604,016.97	27,884,361.00	29,717,846.89	30,106,456.42	34,245,706.68	36,934,748.57	36,292,822.04	38,924,774.65	39,028,024.45
Total operating expenses, including outside operations	14,436,026.36	15,593,322.98	15,506,364.27	16,712,019.76	18,340,385.20	23,012,188.03	21,390,647.37	22,324,393.96	24,796,512.88
Net operating revenue, including outside operations	11,167,990.61	12,291,038.02	14,211,482.62	13,394,436.66	15,905,321.48	13,922,560.54	14,902,174.67	16,600,380.69	14,231,511.57
Tax accruals	686,445.07	732,208.52	710,656.23	1,034,469.20	1,399,593.53	1,290,300.00	1,094,400.00	1,516,000.00	1,640,664.55
Operating income	10,481,545.54	11,558,829.50	13,500,826.39	12,359,967.46	14,505,727.95	12,632,260.54	13,807,774.67	15,084,380.69	12,590,847.02

Other income relating to operation									
Hire of equipment—Cr	137,684.05	58,781.20	16,109.13	22,357.81	137,203.76	189,366.47	239,562.49	189,860.08	224,818.16
Joint facilities—Cr	63,302.85	74,202.39	85,446.97	77,283.81	101,811.74	50,722.26	47,598.41	58,865.42	60,717.81
Miscellaneous rents—Cr	61,562.02	94,573.61	69,877.69	74,635.71	88,084.44	126,651.46	146,658.04	172,627.44	77,042.02
Total	10,744,094.46	11,786,386.70	13,672,260.18	12,534,244.79	14,832,827.89	12,999,000.73	14,241,593.61	15,505,733.63	12,953,425.01
Deductions from income relating to operation									
Hire of equipment—Dr			17,522.52		68.44				
Joint facilities—Dr	31,245.13	39,591.26	43,224.77	41,251.31	53,651.90	340,720.54	340,506.63	319,316.21	270,883.61
Miscellaneous rents—Dr									
Total	31,245.13	39,591.26	60,747.29	41,251.31	53,720.34	340,720.54	340,506.63	319,316.21	270,883.61
Net operating income	10,712,849.33	11,746,795.44	13,611,512.89	12,492,993.48	14,779,107.55	12,658,280.19	13,901,086.98	15,186,417.42	12,682,541.40
Per cent on property investment	8.50	9.01	10.04	8.82	10.16	8.55	9.23	9.73	7.94
Other income	3,291,060.56	3,646,576.50	3,790,194.71	3,315,175.30	4,601,200.64	4,671,704.29	5,623,642.68	4,706,984.64	3,905,931.97
Total income	14,003,909.89	15,393,371.94	17,401,707.60	15,808,168.78	19,380,308.19	17,329,981.48	19,524,729.66	19,893,402.06	16,588,473.37
Other deductions									
Lease of roads									
Interest deductions	3,127,094.34	3,146,898.86	3,175,104.03	3,191,911.20	3,218,564.63	3,032,111.43	2,996,580.00	3,055,338.52	3,048,042.63
Miscellaneous other deductions	143,164.35	143,137.80	143,425.10	143,481.80	143,522.00				
Total	3,270,258.69	3,290,036.66	3,318,529.13	3,335,393.00	3,362,086.63	3,032,111.43	2,996,580.00	3,055,338.52	3,048,042.63
Net corporate income for the year	10,733,651.20	12,103,335.28	14,083,178.47	12,472,775.78	16,018,221.56	14,297,873.05	16,528,149.66	16,838,063.54	13,540,430.74
Per cent on capital stock outstanding	18.07	20.38	23.71	21.00	26.97	24.07	27.83	26.53	21.33
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	15,470,660.26	18,660,979.13	22,583,928.15	25,457,140.22	24,777,404.32	28,274,900.49	31,922,626.63	39,819,590.78	32,072,278.52
Net corporate income for the year	10,733,651.20	12,103,335.28	14,083,178.47	12,472,775.78	16,018,221.56	14,297,873.05	16,528,149.66	16,838,063.54	13,540,430.74
Miscellaneous profit and loss items—net	*11,166.02*	*805,236.04*	*505,577.38*	*53,235.56*	*99,382.42*	*175,785.79*	*28,834.96*	2,714,479.94	113,573.60
Total surplus	26,193,145.44	29,959,078.37	36,161,529.24	37,876,680.44	40,696,243.46	42,396,987.75	48,421,941.33	59,372,134.26	45,726,282.86
Dividends declared	3,997,559.50	3,997,559.50	7,010,559.50	7,403,559.50	7,403,559.50	7,403,559.50	7,403,559.50	25,222,345.75	8,192,359.50
Per cent on capital stock outstanding	6.73	6.73	11.80	12.46	12.46	12.46	12.46	39.73	12.91
Additions, betterments, and permanent improvements appropriations	3,534,606.81	3,377,590.72	3,693,829.52	5,695,716.62	5,017,783.47	3,070,801.62	1,198,791.05	2,077,509.99	2,171,238.43
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	18,660,979.13	22,583,928.15	25,457,140.22	24,777,404.32	28,274,900.49	31,922,626.63	39,819,590.78	32,072,278.52	35,362,684.93

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

NOTE.—This is a revised statement in which certain amounts originally charged to income or expense accounts for improvements have been transferred to property investment account. These adjustments were not received in time to incorporate in the combined statement for all roads.

SHRIVER EXHIBIT No. 1—Continued.

The Delaware, Lackawanna & Western R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	863.28	944.13	782.11	822.61	5.18	802.36	7.59	3.41	9.37
2. Owned—miles of all main tracks	1,371.42	1,485.60	1,260.52	1,308.15	3.78	1,284.34	6.78	4.34	8.33
3. Owned—miles of all tracks	2,400.72	2,583.16	2,024.24	2,259.47	11.62	2,141.86	12.09	5.87	7.60
4. Operated—miles of first main track	877.65	959.81	797.36	837.31	5.01	817.33	7.38	3.36	9.36
5. Operated—miles of all main tracks	1,385.79	1,501.28	1,275.83	1,324.21	3.79	1,300.02	6.60	4.29	8.33
6. Operated—miles of all tracks	2,415.09	2,598.84	2,039.75	2,280.56	11.81	2,160.16	11.80	4.38	7.61
B—TOTAL CAPITAL OBLIGATIONS	122,507,128.13	121,454,878.13	121,441,298.13	119,685,293.74	D 1.45	120,563,295.94	1.61	1.87	D .86
Per mile owned—first main track	141,908.91	128,642.11	155,273.93	145,494.58	D 6.30	150,260.85	D 5.56	D 2.05	D 9.35
Per mile owned—all main tracks	89,328.67	81,754.76	96,342.22	91,492.03	D 5.03	93,871.79	D 4.84	D 2.37	D 8.48
Per mile owned—all tracks	51,029.32	47,017.95	59,993.52	52,970.51	D 11.71	56,289.06	D 9.34	D 3.78	D 7.86
Capital stock	63,475,528.13	63,475,278.13	59,399,098.13	61,844,728.13	4.12	60,621,913.13	4.71	......	......
Increase over previous year	......	......	*190.00*	815,400.00	......	407,605.00	......	......	......
Funded debt, including notes issued for capital obligations	59,031,600.00	57,979,600.00	62,042,200.00	57,809,320.00	D 6.82	59,925,760.00	D 1.49	3.96	D 1.78
Increase over previous year	1,350,900.00	1,052,000.00	244,400.00	*246,080.00*	......	*840.00*	......	......	D 22.13
Ratio of capital stock to total capital obligations	51.81	52.26	48.91	51.67	5.64	50.28	3.04	D 1.84	.87
C—PROPERTY INVESTMENT [1]	173,934,279.68	183,467,245.28	135,835,293.24	157,682,517.89	16.08	146,758,905.57	18.52	10.75	5.48
Per mile owned—first main track	201,480.72	194,324.13	173,677.99	191,685.63	10.37	182,909.85	10.15	7.71	D 3.55
Per mile owned—all main tracks	126,827.87	123,497.07	107,761.32	120,538.56	11.86	114,267.95	10.99	6.76	D 2.63
Per mile owned—all tracks	72,450.88	71,024.34	67,104.34	69,787.39	4.00	68,519.37	5.74	5.21	D 1.97
Additions to property investment account	14,242,543.98	9,532,965.60	5,214,394.03	5,682,695.58	8.98	5,448,544.81	161.40	157.23	D 33.07
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	38,744,235.70	44,163,483.37	29,511,677.59	37,984,921.08	28.71	33,748,299.34	14.80	D 4.64	13.99
Total operating expenses, including outside operations	26,106,222.39	28,346,295.15	16,117,623.71	23,525,992.92	45.96	19,821,808.32	31.70	16.94	8.58
Net operating revenue, including outside operations	12,638,013.31	15,817,188.22	13,394,053.88	14,458,928.16	7.95	13,926,491.02	D 9.32	D 23.87	25.16
Tax accruals	2,014,640.00	1,748,340.00	912,674.51	1,511,200.91	65.58	1,211,937.71	66.23	32.89	D 13.22
Operating income	10,623,373.31	14,068,848.22	12,481,379.37	12,947,727.25	3.74	12,714,553.31	D 16.45	D 29.57	32.43
Other income relating to operation	......	......	......	......	......	......	......	......	......

Hire of equipment—Cr.	258,447.74	154,277.76	74,427.19	220,410.99	196.14	147,419.09	75.31	36.13	D 40.31
Joint facilities—Cr.	51,203.02	74,885.16	80,409.55	53,821.38	D 33.07	67,115.46	D 23.71	D 13.02	46.25
Miscellaneous rents—Cr.	70,130.67	96,262.48	77,746.70	118,621.93	52.57	98,184.32	D 28.57	D 59.37	37.26
Total	11,003,154.74	14,394,273.62	12,713,962.81	13,340,581.55	4.93	13,027,272.18	D 15.54	D 29.04	30.82
Deductions from income relating to operation									
Hire of equipment—Dr.			3,518.19		D 100.00	1,759.10	D 100.00		
Joint facilities—Dr.	247,022.17	124,568.05	41,792.88	303,689.83	626.65	172,741.35	43.00	D 22.64	D 49.57
Miscellaneous rents—Dr.									
Total	247,022.17	124,568.05	45,311.07	303,689.83	570.23	174,500.45	41.56	D 22.64	D 49.57
Net operating income	10,756,132.57	14,269,705.57	12,668,651.74	13,036,891.72	2.91	12,852,771.73	D 16.31	D 29.17	32.67
Per cent on property investment	6.18	7.78	9.32	8.27	D 11.27	8.76	D 29.45	D 36.49	25.89
Other income	4,000,809.19	4,050,881.88	3,728,841.54	4,581,814.55	22.88	4,155,328.05	D 3.72	D 15.00	D 12.52
Total income	14,756,941.76	18,320,587.45	16,397,493.28	17,618,706.27	7.45	17,008,099.78	D 13.24	D 25.82	24.15
Other deductions									
Lease of roads									
Interest deductions	3,055,197.37	3,203,688.81	3,171,914.61	3,037,453.99	D 4.24	3,104,684.30	D 1.59		4.86
Miscellaneous other deductions		564,143.06	143,346.21		D 100.00	71,673.10	D 100.00		100.00
Total	3,055,197.37	3,767,831.87	3,315,260.82	3,037,453.99	D 8.38	3,176,357.40	D 4.04		23.33
Net corporate income for the year	11,701,744.39	14,552,755.58	13,082,232.46	14,581,252.28	11.46	13,831,742.38	D 15.40	D 30.50	24.36
Per cent on capital stock outstanding	18.44	22.93	22.02	23.58	7.08	22.82	D 19.19	D 30.49	24.35
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	35,362,684.93	26,484,395.88	21,390,022.42	33,490,416.27	56.57	27,440,219.35	28.87	D 11.19	D 25.11
Net corporate income for the year	11,701,744.39	14,552,755.58	13,082,232.46	14,581,252.28	11.46	13,831,742.38	D 15.40	D 30.50	24.36
Miscellaneous profit and loss items—net	*170,115.75*	1,860,715.76	*294,919.48*	490,663.41	266.37	97,871.95	D 273.81	D 106.27	
Total surplus	46,894,313.57	42,897,867.22	34,177,335.40	48,562,331.96	42.09	41,369,833.68	13.35	D 21.02	D 8.52
Dividends declared	18,957,759.50	8,847,359.50	5,962,559.50	13,435,916.75	125.34	9,699,238.12	95.46	D 24.84	D 53.33
Per cent on capital stock outstanding	29.87	13.94	10.04	21.73	116.43	16.00	86.69	D 24.82	D 53.33
Additions, betterments, and permanent improvements appropriations	1,452,158.19	1,961,984.21	4,263,905.44	1,994,099.86	D 53.23	3,129,002.65	D 53.39	D 30.10	35.11
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	26,484,395.88	32,088,523.51	23,950,870.46	33,132,315.35	38.32	23,541,592.91	D 7.21	D 17.42	D 21.16

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

NOTE.—This is a revised statement in which certain amounts originally charged to income or expense accounts for improvements have been transferred to property investment account. These adjustments were not received in time to incorporate in the combined statement for all roads.

Shriver Exhibit No. 1—Continued.

The Delaware, Lackawanna & Western R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 30.]

Item.	Year ending June 30.								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Revenues:									
Freight revenue	$19,425,977.07	$21,230,862.82	$22,589,375.98	22,393,075.12	$25,750,200.84	$25,156,548.79	$24,832,586.66	$26,789,316.44	$26,067,755.87
Passenger revenue	4,783,423.62	5,135,625.82	5,377,118.38	5,861,529.07	6,379,277.17	6,610,018.28	6,680,053.19	6,997,392.98	7,605,520.80
Mail revenue	180,162.82	180,963.53	182,071.60	207,443.34	205,985.89	197,053.36	198,946.33	185,087.92	185,401.67
Express revenue	490,231.23	566,180.45	628,143.37	680,098.68	721,874.59	705,677.11	714,379.14	705,996.23	710,529.82
Other transportation revenue	635,698.70	698,415.70	873,455.13	886,759.04	1,069,108.79	998,362.96	1,058,808.07	1,171,085.33	1,196,408.30
Revenue from operations other than transportation	88,523.53	72,312.68	67,682.43	77,551.17	119,259.40	152,593.02 [1] 3,124,495.05	118,662.29 [1] 2,739,386.36	157,108.61 [1] 2,918,787.14	181,449.59 [1] 3,080,958.40
Total operating revenue	25,604,016.97	27,884,361.00	29,717,846.89	30,106,456.42	34,245,706.68	36,934,748.57	36,292,822.04	38,924,774.65	39,028,024.45
Per mile operated—first main track	32,539.48	35,470.87	36,944.58	37,427.69	42,539.67	45,857.75	45,074.73	45,839.69	45,961.83
Per mile operated—all main tracks	20,322.58	22,028.87	23,144.02	23,446.67	26,642.27	28,730.25	28,087.59	29,293.62	29,371.54
Per mile operated—all tracks	13,098.22	14,075.12	14,490.22	14,421.29	15,120.71	17,057.96	16,613.64	16,822.51	16,792.82
B—Expenses:									
Maintenance of way and structures	2,003,253.54	2,220,725.38	2,196,114.59	2,722,511.08	2,892,280.62	3,548,748.34	3,407,012.47	3,289,025.34	4,045,907.50
Per mile operated—first main track	2,545.88	2,824.92	2,730.16	3,384.57	3,592.76	4,406.08	4,231.42	3,873.31	4,764.68
Per mile operated—all main tracks	1,590.04	1,754.39	1,710.32	2,120.27	2,250.12	2,760.45	2,636.74	2,475.22	3,044.85
Per mile operated—all tracks	1,024.80	1,120.95	1,070.81	1,304.11	1,361.50	1,638.96	1,559.62	1,421.45	1,740.86
Ratio to total operating revenue	7.82	7.96	7.39	9.04	8.45	9.60	9.39	8.45	10.37
Ratio to total operating expenses	13.88	14.24	14.16	16.29	15.77	15.42	15.93	14.73	16.32
Maintenance of equipment	4,427,166.81	4,270,592.77	4,489,153.82	4,700,244.50	4,847,054.97	5,691,751.13	5,062,969.34	5,274,379.91	5,744,264.03
Ratio to total operating revenue	17.29	16.93	15.10	15.61	14.15	15.41	13.95	13.55	14.72
Ratio to total operating expenses	30.67	30.27	28.95	28.12	26.43	24.74	23.67	23.62	23.17
Traffic expenses	....	....	....	....	....	578,118.30	617,099.01	675,435.42	749,160.94
Ratio to total operating revenue	....	....	....	....	....	1.57	1.70	1.73	1.92
Ratio to total operating expenses	....	....	....	....	....	2.51	2.88	3.03	3.02
Transportation expenses	7,569,005.54	8,209,560.58	8,297,628.69	8,814,470.93	10,024,068.58	9,688,810.91	9,213,523.40	9,771,641.02	10,749,628.75
Ratio to total operating revenue	29.56	29.44	27.92	29.28	29.27	26.23	25.39	25.10	27.54
Ratio to total operating expenses	52.43	52.65	53 51	52.75	54.66	42.10	43.07	43.77	43.35
General expenses	436,600.47	442,444.25	523,467.17	474,793.25	576,981.03	625,429.52 [1] 2,879,329.83	654,692.58 [1] 2,435,350.57	675,797.70 [1] 2,638,114.57	722,117.14 [1] 2,785,434.52
Ratio to total operating revenue	1.71	1.59	1.76	1:58	1.69	1.69 [1] 7.80	1.80 [1] 6.71	1.74 [1] 6.78	1.85 [1] 7.14
Ratio to total operating expenses	3.02	2.84	3.38	2.84	3.14	2.72 [1] 12.51	3.06 [1] 11.39	3.03 [1] 11.82	2.91 [1] 11.23
Total operating expenses	14,436,026.36	15,593,322.98	15,506,364.27	16,712,019.76	18,340,365.20	23,012,188.03	21,390,647.37	22,324,393.96	24,796,512.88

Ratio to total operating revenue	56.88	55.92	52.17	55.51	53.56	62.30	58.94	57.35	63.54
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES	686,445.07	732,208.52	710,656.23	1,034,469.20	1,399,593.53	1,290,300.00	1,094,400.00	1,516,000.00	1,640,664.55
Per mile owned—first main track	889.70	949.92	900.61	1,310.98	1,771.59	1,633.06	1,385.12	1,816.05	1,965.41
Per mile owned—all main tracks	551.55	585.53	560.13	815.36	1,101.97	1,015.78	861.56	1,153.37	1,248.22
Per mile owned—all tracks	353.94	372.47	349.12	499.18	663.94	600.16	504.46	668.57	710.33
Ratio to total operating revenue	2.68	2.63	2.39	3.44	4.09	3.49	3.02	3.89	4.20
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	1,383,817.85	1,483,675.98	1,441,517.62	1,481,255.76	1,523,284.62	1,763,327.60	1,652,448.93	1,790,650.30	2,004,851.10
Cost per 100 pounds tractive power	8.51	8.95	8.93	9.07	8.94	10.19	8.59	8.82	9.72
Average cost per locomotive	2,138.82	2,307.43	2,170.96	2,224.11	2,250.05	2,585.52	2,236.06	2,371.72	2,680.28
Passenger-train cars	498,167.18	521,885.91	540,197.39	528,700.71	625,764.99	697,138.37	637,114.94	677,739.39	689,857.46
Average cost per passenger car	726.19	728.89	748.20	669.24	792.11	864.94	759.37	817.54	797.52
Freight-train cars	2,208,426.37	2,395,210.40	2,202,721.23	2,348,657.59	2,356,796.90	2,923,610.29	2,474,047.62	2,499,603.60	2,691,464.66
Average cost per freight car	91.46	98.91	94.29	95.63	90.64	110.47	90.94	90.27	94.22
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	921,320.40	1,021,178.53	979,020.17	1,018,758.31	1,060,787.17	1,328,311.71	1,203,300.24	1,321,451.03	1,518,803.90
Cost per 100 pounds tractive power	5.67	6.21	6.03	6.24	6.22	7.67	6.25	6.51	7.36
Average cost per locomotive	1,423.98	1,588.14	1,474.43	1,529.67	1,566.89	1,947.67	1,628.28	1,750.26	2,030.48
Passenger-train cars	355,135.60	379,854.33	397,165.81	385,669.13	482,733.41	563,285.30	494,993.46	508,429.70	551,462.05
Average cost per passenger car	517.69	530.52	550.09	488.19	611.05	698.86	589.98	613.30	637.53
Freight-train cars	1,134,575.82	1,321,359.85	1,128,870.68	1,274,807.04	1,282,946.35	1,804,652.26	1,390,426.51	1,461,576.55	1,639,613.99
Average cost per freight car	46.99	54.57	48.32	51.91	49.34	68.19	51.11	52.78	57.40
F—STATISTICS:									
Number of passengers carried 1 mile	331,392,823	361,288.546	378,410,821	408,604,110	414,202,869	472,323,686	482,977,766	504,980,611	503,354,969
Average rate per passenger per mile	.01443	.01421	.01421	.01435	.01436	.01399	.01373	.01386	.01511
Number of tons of revenue freight carried 1 mile	2,386,960,917	2,835,420,372	3,047,729,523	3,048,363,617	3,507,421,635	3,471,624,478	3,363,062,727	3,675,364,577	3,642,161,113
Average rate per ton per mile	.00814	.00749	.00741	.00735	.00734	.00725	.00738	.00729	.00716
Average revenue tons per car per mile	12.73	13.36	13.77	13.72	14.78	14.56	14.31	14.78	14.59
Average revenue tons per loaded car per mile	18.78	19.83	20.65	20.17	21.07	22.52	22.24	22.38	21.93
Average revenue tons per train per mile	405.90	437.49	453.41	453.33	479.10	480.77	504.44	545.14	576.08

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[1] Outside operations.

NOTE.—This is a revised statement in which certain amounts originally charged to income or expense accounts for improvements have been transferred to property investment account. These adjustments were not received in time to incorporate in the combined statement for all roads.

SHRIVER EXHIBIT No. 1—Continued.

The Delaware, Lackawanna & Western R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$25,553,999.58	$29,618,438.55	$22,277,898.37	$25,680,041.47	15.27	$23,798,969.92	6.57	D 4.61	15.91
Passenger revenue	7,571,786.35	8,167,527.48	5,507,394.81	7,082,954.32	28.61	6,295,174.57	20.28	8.21	7.87
Mail revenue	185,192.23	191,581.27	191,325.44	190,336.31	D .52	190,830.87	D 2.95	.06	3.45
Express revenue	753,212.80	886,494.38	617,305.66	717,959.02	16.31	667,632.34	12.82	6.69	17.70
Other transportation revenue	1,243,690.04	1,415,786.41	832,687.47	1,131,670.94	35.91	982,179.21	26.63	6.20	13.84
Revenue from operations other than transportation	184,646.26	238,216.46	85,065.84	158,891.95	86.79	121,978.90	51.38	17.53	29.01
	[1] 3,251,708.44	[1] 3,645,438.82	....	[1] 3,023,067.07	[1] 100.00	[1] 1,511,533.53	[1] 115.13	[1] 11.41	[1] 12.11
Total operating revenue	38,744,235.70	44,163,483.37	29,511,677.59	37,984,921.08	28.71	33,748,299.34	14.80	D .43	13.99
Per mile operated—first main track	44,145.83	46,012.73	37,011.73	45,365.42	22.57	41,290.91	6.91	D 3.70	4.23
Per mile operated—all main tracks	27,958.23	29,417.22	23,131.36	28,684.97	24.01	25,959.83	7.70	D 4.56	5.22
Per mile operated—all tracks	16,042.56	16,993.54	14,468.28	16,655.96	15.12	15,623.06	2.69	D 4.98	5.93
B—EXPENSES:									
Maintenance of way and structures	4,392,036.24	5,043,137.68	2,406,977.04	3,736,545.98	55.24	3,071,761.51	42.98	33.54	14.82
Per mile operated—first main track	5,004.31	5,254.31	3,018.68	4,452.56	47.50	3,758.29	33.15	29.20	5.00
Per mile operated—all main tracks	3,169.34	3,359.23	1,886.60	2,821.72	49.57	2,362.86	34.13	28.04	5.99
Per mile operated—all tracks	1,818.58	1,940.53	1,180.03	1,638.43	38.85	1,422.01	27.89	27.94	6.71
Ratio to total operating revenue	11.34	11.42	8.16	9.84	20 59	9.10	24.62	34.20	.71
Ratio to total operating expenses	16.82	17.79	14.93	15.88	6.36	15.50	8.52	14.19	5.77
Maintenance of equipment	6,332,631.61	6,145,292.05	4,636,842.57	5,621,199.20	21.23	5,129,020.89	23.47	20.06	D 2.96
Ratio to total operating revenue	16.34	13.91	15.71	14.80	D 5.79	15.20	7.50	20.59	D 14.87
Ratio to total operating expenses	24.26	21.68	28.77	23.90	D 16.93	25.87	D 6.22	2.71	D 10.63
Traffic expenses	815,322.64	837,899.37	....	687,027.26	100.00	343,513.63	137.35	20.71	2.77
Ratio to total operating revenue	2.10	1.90	....	1.81	100.00	1.02	105.88	21.39	D 9.52
Ratio to total operating expenses	3.12	2.96	....	2.92	100.00	1.73	80.35	2.97	D 5.13
Transportation expenses	10,995,397.62	12,458,432.89	8,582,946.87	10,083,800.34	17.49	9,333,373.60	17.81	12.52	13.31
Ratio to total operating revenue	28.38	28.21	29.08	26.55	D 8.70	27.65	2.64	13.07	.60
Ratio to total operating expenses	42.12	43.95	53.25	42.86	D 19.51	47.09	D10.55	D 3.77	4.34
General expenses	770,389.97	798,469.73	490,857.23	689,685.38	40.51	590,271.31	30.51	14.00	3.64
	[1] 2,800,444.31	[1] 3,063,063.43	....	[1] 2,707,734.76	[1] 100.00	[1] 1,353,867.38	[1] 106.85	[1] 6.15	[1] 9.38
Ratio to total operating revenue	1.99	1.81	1.66	1.82	9.64	1.75	13.71	14.37	D 9.05
	[1] 7.23	[1] 6.93	....	[1] 7.13	[1] 100 00	[1] 4.01	[1] 80.30	[1] 6.64	D [1] 4.15
Ratio to total operating expenses	2.95	2.82	3.05	2.93	D 3.93	2.98	D 1.01	D 2.64	D 4.41
	[1] 10.78	[1] 10.80	....	[1] 11.51	[1] 100.00	[1] 6.83	[1] 57.10	D [1] 9.22	[1] .65

Total operating expenses	26,106,222.39	28,346,295.15	16,117,628.71	23,525,992.92	45.96	19,821,908.32	31.70	16.94	8.58
Ratio to total operating revenue	67.38	64.18	54.61	61.95	13.44	58.78	14.78	17.49	D 4.75
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....
C—TAXES	2,014,640.00	1,748,340.00	912,674.51	1,511,200.91	65.58	1,211,937.71	66.23	32.89	D 13.22
Per mile owned—first main track	2,333.70	1,851.80	1,166.94	1,837.08	57.43	1,510.47	54.50	23.50	D 20.65
Per mile owned—all main tracks	1,469.02	1,176.84	724.05	1,155.22	59.55	943.59	55.68	27.37	D 19.89
Per mile owned—all tracks	839.18	676.82	450.87	668.83	48.34	565.83	48.31	22.52	D 23.99
Ratio to total operating revenue	5.20	3.96	3.09	3.98	28.80	3.59	44.85	33.68	D 23.85
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT.									
Steam locomotives	2,480,325.92	2,316,201.20	1,462,710.37	1,938,320.77	32.52	1,700,515.57	45.86	38.52	D 6.62
Cost per 100 pounds tractive power	11.82	9.92	8.88	9.83	10.70	9.36	26.28	34.01	D 16.07
Average cost per locomotive	3,388.42	3,000.26	2,218.27	2,652.40	19.57	2,435.34	39.14	42.87	D 11.46
Passenger-train cars	706,769.92	659,105.96	542,943.24	681,724.02	25.56	612,333.63	15.42	4.28	D 6.74
Average cost per passenger car	818.02	743.07	732.93	811.48	10.72	772.20	5.93	.06	D 9.16
Freight-train cars	2,662,185.23	2,717,981.33	2,302,362.50	2,650,182.28	15.11	2,476,272.39	7.51	6.50	2.10
Average cost per freight car	93.80	95.37	94.19	95.94	1.86	95.06	D 1.33	3.91	1.67
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	2,007,480.23	1,930,015.18	1,000,212.92	1,475,869.42	47.56	1,238,041.17	62.15	51.91	D 3.86
Cost per 100 pounds tractive power	9.56	8.27	6.07	7.47	23.06	6.77	41.21	46.85	D 13.49
Average cost per locomotive	2,742.46	2,500.02	1,516.62	2,019.83	33.18	1,768.22	55.10	56.69	D 8.84
Passenger-train cars	575,142.63	547,001.19	400,111.65	538,662.63	34.63	469,387.14	22.53	13.12	D 4.89
Average cost per passenger car	665.67	616.69	539.51	641.07	18.82	590.29	12.77	8.54	D 7.36
Freight-train cars	1,585,585.35	1,774,134.72	1,228,511.95	1,576,370.93	28.32	1,402,441.44	13.06	8.48	11.89
Average cost per freight car	55.86	62.25	50.23	57.07	13.62	53.65	4.12	5.84	11.43
F—STATISTICS:									
Number of passengers carried 1 mile	502,665,738	528,140,283	384,779,894	493,258,554	28.19	439,019,224	14.50	D .46	5.07
Average rate per passenger per mile	.01506	.01546	.01431	.01435	.03	.01434	5.02	8.66	2.66
Number of tons of revenue freight carried 1 mile	3,609,221,303	4,277,030,439	2,965,179,213	3,552,286,839	19.80	3,258,733,026	10.76	D 1.80	18.50
Average rate per ton per mile	.00708	.00693	.007546	.007232	D 9.46	.007389	D 4.18	D 2.88	D 2.12
Average revenue tons per car per mile	14.55	15.85	13.67	14.56	6.51	14.12	3.05	D 1.56	8.93
Average revenue tons per loaded car per mile	21.79	22.97	20.10	22.17	10.29	21.13	3.12	D 2.64	D 5.41
Average revenue tons per train per mile	574.05	641.22	445.85	536.09	20.24	490.97	16.92	5.30	11.70

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[1] Outside operations.

NOTE.—This is a revised statement in which certain amounts originally charged to income or expense accounts for improvements have been transferred to property investment account. These adjustments were not received in time to incorporate in the combined statement for all roads.

SHRIVER EXHIBIT No. 1—Continued.

*Detroit, Toledo & Ironton Ry. Co.**

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCCOUNTS.

[Page 31.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track									
2. Owned—miles of all main tracks	389.52	392.40	392.40	392.40	392.40	396.26	396.26	396.26	396.26
3. Owned—miles of all tracks									
4. Operated—miles of first main track									
5. Operated—miles of all main tracks	432.76	438.00	435.64	435.61	438.00	489.10	441.29	441.29	441.29
6. Operated—miles of all tracks									
B—TOTAL CAPITAL OBLIGATIONS	25,700,233.91	25,683,557.05	44,181,552.05	49,176,465.58	43,920,400.00	43,880,400.00	43,840,400.00	50,474,900.00	50,559,900.00
Per mile owned—first main track									
Per mile owned—all main tracks	$65,978.00	65,452.00	112,593.00	125,322.00	111,927.00	110,735.00	110,508.00	127,302.00	127,592.00
Per mile owned—all tracks									
Capital stock	17,000,000.00	17,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
Increase over previous year									
Funded debt, including notes issued for capital obligations	8,700,233.91	8,683,557.05	19,181,552.05	24,176,465.58	18,920,400.00	18,880,400.00	18,840,400.00	25,474,900.00	25,559,900.00
Increase over previous year	2,341,282.52	D 16,676.86	18,497,995.00	4,991,913.53	D 5,256,065.58	D 40,000.00	D 40,000.00	6,634,500.00	85,000.00
Ratio of capital stock to total capital obligations	66.15	66.15	56.58	50.83	56.92	56.97	56.97	49.53	49.44
C—PROPERTY INVESTMENT [1]	25,634,600.39	25,965,056.32	35,613,811.24	38,559,863.23	38,610,180.29	38,660,222.71	38,691,708.86	36,648,881.09	36,918,051.66
Per mile owned—first main track									
Per mile owned—all main tracks	65,810.00	66,169.86	90,758.94	98,266.73	98,394.95	97,562.52	97,641.98	91,845.00	....
Per mile owned—all tracks									
Additions to property investment account	2,273,573.20	330,455.93	9,648,754.92	2,946,051.99	50,317.06	50,042.42	31,486.15	2,042,827.77	269,770.57
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	1,444,899.77	1,488,938.29	1,468,299.47	1,914,977.39	2,116,406.92	1,623,265.87	1,525,756.68	1,608,012.87	1,786,453.68
Total operating expenses, including outside operations	1,089,934.45	1,289,088.66	1,314,603.73	1,355,347.76	1,562,945.38	1,497,114.67	1,280,676.88	1,494,587.55	1,744,994.63
Net operating revenue, including outside operations	354,965.32	199,849.63	153,695.74	559,629.63	553,461.54	126,151.20	245,079.80	113,425.32	41,459.05
Tax accruals	54,000.00	64,600.00	66,300.00	69,300.00	77,300.00	83,745.76	78,124.03	81,754.87	90,334.42
Operating income	300,965.32	135,249.63	87,695.74	490,629.63	476,461.54	42,405.42	166,955.77	81,670.45	D 48,875.37

Other income relating to operation									
Hire of equipment—Cr						260,775.25			
Joint facilities—Cr						36,030.60	36,581.26	39,612.56	15,687.48
Miscellaneous rents—Cr				5,996.86	1,553.12	1,031.98	1,895.05	2,893.52	3,800.75
Total				496,626.49	478,014.66	340,241.27	205,432.08	72,176.53	D 29,387.14
Deductions from income relating to operation									
Hire of equipment—Dr							10,520.32	130,903.70	281,793.84
Joint facilities—Dr						47,195.01	44,859.19	32,336.68	31,773.28
Miscellaneous rents—Dr						155.00	318.23	505.99	
Total						47,350.01	55,697.74	163,746.37	313,567.12
Net operating income						292,891.26	149,734.34	D 91,569.84	D 342,954.26
Per cent on property investment									
Other income									
Total income						292,891.26	149,734.34	D 91,569.84	D 342,954.26
Other deductions									
Lease of roads									
Interest deductions	288,673.40	345,394.11	217,663.02	767,567.60	849,637.97	866,634.62	834,448.13	822,725.01	853,552.50
Miscellaneous other deductions							500.00		3,480.00
Total						866,634.62	834,948.13	822,725.01	857,032.50
Net corporate income for the year	12,291.92	D 210,144.48	D 129,967.28	D 270,941.11	D 371,623.31	D 573,743.36	D 685,213.79	D 914,294.85	1,199,986.76
Per cent on capital stock outstanding	D .07	D 1.24	D .50	D 1.83	D 1.05	D 2.21	D 2.72	D 3.65	D 4.75
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	9,244.68	57,090.49	D 161,754.96	D 34,439.04	D 305,380.15	D 677,003.46	D 296,255.62	D 2,016,328.53	D 3,734,121.46
Net corporate income for the year	12,291.92	D 210,144.48	D 129,967.28	D 305,380.15	D 371,623.31	D 573,743.36	D 685,213.79	D 914,294.85	D 1,199,986.76
Miscellaneous profit and loss items—net	D 690.65	D 8,700.97	257,283.20			D 44,150.75	D 34,810.62	D 803,503.08	D 51,895.80
Total surplus	20,845.25	D 161,754.90	D 34,439.04	D 305,380.15	D 677,003.46	D 1,294,897.57	D 2,016,280.00	D 3,734,121.46	D 4,986,004.02
From railway	36,244.54								
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations						1,358.05	43.50		
Sinking and special reserve funds appropriations									
Total surplus appropriated						1,358.05	43.50		
Unappropriated surplus carried over to the following year	57,090.49	D 161,754.90	D 34,439.04	D 305,380.15	D 677,003.46	D 1,296,255.62	D 2,016,323.53	D 3,734,121.46	D 4,986,004.02

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* Received too late for inclusion in combined statement.

[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Detroit, Toledo & Ironton Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track									
2. Owned—miles of all main tracks	396.26	396.26	391.52	396.26	....	394.04	....	....	....
3. Owned—miles of all tracks									
4. Operated—miles of first main track									
5. Operated—miles of all main tracks	441.29	441.29	436.01	12,450.85	....	443.43	....	....	....
6. Operated—miles of all tracks									
B—TOTAL CAPITAL OBLIGATIONS	50,460,900.00	50,401,900.00	37,732,441.72	47,853,300.00	26.79	42,787,870.85	15.20	D 0.03	D 0.12
Per mile owned—first main track									
Per mile owned—all main tracks	123,163.00	123,015.00	96,252.00	119,860.00	24.52	108,057.00	13.97	D 3.25	D 3.36
Per mile owned—all tracks									
Capital stock	25,000,000.00	25,000,000.00	21,800,000.00	25,000,000.00	14.95	23,400,000.00	6.83	....	....
Increase over previous year	....	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	25,460,900.00	25,401,900.00	15,932,651.72	22,853,300.00	43.39	19,387,970.85	31.32	D 0.05	D .28
Increase over previous year	D 99,000.00	D 59,000.00	4,112,289.75	1,296,300.00	D 68.42	2,704,294.87	D 103.66	D 101.49	D 100.89
Ratio of capital stock to total capital obligations	49.55	49.59	57.77	47.75	....	54.68	....	....	....
C—PROPERTY INVESTMENT [1]	36,955,310.62	36,767,545.39	32,876,702.29	37,776,834.99	8.11	35,225,768.64	4.91	8.36	3.23
Per mile owned—first main track									
Per mile owned—all main tracks	92,642.00	....	83,880.09	75,938.30	D 9.46	79,909.19	15.93	8.67	....
Per mile owned—all tracks									
Additions to property investment account	37,258.96	D 187,856.23	3,049,830.62	485,157.18	D 84.06	1,767,993.89	D 97.89	D 98.17	D 109.19
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	1,762,696.24	1,673,286.07	1,686,704.37	1,861,237.07	D 1.51	1,673,970.71	5.30	9.63	4.06
Total operating expenses, including outside operations	1,577,238.77	1,846,830.81	1,322,383.98	1,516,922.50	14.71	1,419,653.24	11.10	5.53	23.56
Net operating revenue, including outside operations	185,457.47	D 173,544.74	364,320.37	122,314.57	D 60.93	253,317.47	D 26.70	63.50	D 165.35
Tax accruals	65,244.12	68,869.78	66,120.00	79,850.65	20.75	72,980.32	D 10.60	D 20.20	D 15.76
Operating income	120,213.35	D 242,414.52	298,200.37	62,473.93	D 79.05	180,337.15	D 33.33	276.42	D 113.06

Other income relating to operation									
Hire of equipment—Cr				52,157.05		26,077.32			
Joint facilities—Cr	15,537.56	14,812.52		28,290.29		14,145.14	8.96	.58	.61
Miscellaneous rents—Cr	8,051.64	7,491.25	1,510.00	3,534.59	134.07	1,522.29	428.96	178.26	158.89
Total	143,802.55	D 220,110.75	194,928.23	146,453.06	D 24.87	170,690.64	D 15.75	99.24	D 132.79
Deductions from income relating to operation									
Hire of equipment—Dr	265,285.07	243,935.94		137,700.59		68,850.29	288.21	102.65	86.35
Joint facilities—Dr	37,357.61	39,601.77		38,704.36		19,352.17	90.35	15.53	22.47
Miscellaneous rents—Dr	770.35	936.09		349.92		174.95	33.40	52.25	85.00
Total	303,413.03	284,473.80		176,754.89		88,377.44	243.31	85.28	73.73
Net operating income	D 159,610.48	D 504,584.55		D 30,305.78		D 15,152.88	953.33	74.19	451.04
Per cent on property investment									
Other income									
Total income	D 159,610.48	D 504,584.55		D 30,301.79		D 15,150.89	953.47	74.30	461.96
Other deductions									
Lease of roads									
Interest deductions	898,281.50	920,382.40	493,787.22	855,128.35	72.18	647,457.78	33.19	9.18	11.88
Miscellaneous other deductions	7,976.60	2,790.00		11,956.60		1,195.66	567.13	100.00	100.00
Total	906,258.10	923,172.40		857,719.67		428,759.23	111.36	10.15	12.20
Net corporate income for the year	D 1,065,868.58	D 1,427,756.95	D 194,076.85	D 887,821.47	357.46	D 540,949.16	97.04	16.58	56.16
Per cent on capital stock outstanding	D 4.26	D 5.71							
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 4,986,004.02	D 6,100,177.75							
Net corporate income for the year	D 1,065,868.58	D 1,427,756.95							
Miscellaneous profit and loss items—net	D 48,305.15	D 174,342.48							
Total surplus	D 6,100,177.75	D 7,652,277.18							
From railway									
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	D 6,100,177.75	D 7,652,277.18							

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[1] Includes all items representing, directly or indirectly, property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property, have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through "Expenses and income, year 1908."

SHRIVER EXHIBIT No. 1—Continued.

Detroit, Toledo & Ironton Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 32.]

Item.	Year ended June 30— 1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES.									
Freight revenue	$1,116,231.13	$1,140,949.70	$1,147,795.03	$1,488,506.82	$1,433,825.34	$1,365,216.23	$1,267,789.38	$1,331,929.99	$1,468,441.17
Passenger revenue	180,302.10	201,732.36	186,100.28	169,530.76	164,052.99	162,844.72	152,869.08	155,574.99	159,503.63
Mail revenue	23,333.07	24,146.42	24,103.39	23,914.98	23,943.52	21,202.84	22,259.64	22,222.16	22,277.25
Express revenue	15,402.08	15,399.96	16,974.96	19,687.50	21,475.00	21,399.00	21,875.00	21,875.01	21,875.00
Other transportation revenue	2,241.78	2,571.58	2,544.72	1,971.40	2,188.42	39,632.22	52,031.31	67,664.53	89,845.32
Revenue from operations other than transportation	107,389.61	104,138.27	90,781.09	211,365.93	470,921.65	12,970.86	8,301.73	7,765.09	23,522.97
Total operating revenue	1,444,899.77	1,438,938.29	1,468,299.47	1,914,977.39	2,116,406.92	1,623,265.87	1,525,126.14	1,607,031.77	1,785,465.34
Per mile operated—first main track.	3,792.78	3,399.40	3,353.81	4,396.18	4,834.19	3,318.85	3,456.06	3,641.66	4,408.67
Per mile operated—all main tracks									
Per mile operated—all tracks									
B—EXPENSES:									
Maintenance of way and structures	204,588.58	246,967.47	316,094.88	273,681.92	316,630.66	264,448.21	282,999.17	341,796.09	440,103.80
Per mile operated—first main track	5.37	5.65	7.22	6.28	7.25	5.41	6.41	7.75	9.97
Per mile operated—all main tracks									
Per mile operated—all tracks									
Ratio to total operating revenue	14.16	16.58	21.53	14.29	14.96	16.29	18.56	21.27	24.65
Ratio to total operating expenses	18.77	19.16	24.04	20.19	20.26	17.67	22.11	22.88	25.25
Maintenance of equipment	231,339.12	325,535.76	315,881.26	302,404.53	410,127.53	473,540.50	214,368.86	286,076.65	241,340.55
Ratio to total operating revenue	16.01	21.86	21.51	15.79	19.38	29.17	14.06	17.80	13.52
Ratio to total operating expenses	21.23	25.25	24.03	22.31	26.16	27.95	16.75	19.15	13.83
Traffic expenses	....	....	....	....	....	27,074.69	29,579.77	34,393.80	32,302.42
Ratio to total operating revenue	....	....	....	....	....	1.67	1.94	2.14	1.81
Ratio to total operating expenses	....	....	....	....	....	1.63	2.31	2.38	1.85
Transportation expenses	611,386.65	670,959.30	643,162.61	744,816.42	800,265.46	756,586.12	701,737.16	771,776.08	959,890.93
Ratio to total operating revenue	42.31	45.06	43.80	38.89	37.81	46.61	46.01	48.02	53.76
Ratio to total operating expenses	56.09	52.05	48.92	54.95	51.20	50.54	54.83	51.66	55.05
General expenses	42,620.10	115,626.13	39,464.98	34,444.89	35,921.73	33,249.88	51,235.87	59,927.44	70,175.97
Ratio to total operating revenue	2.95	3.06	2.69	1.80	1.70	2.05	3.36	3.73	3.73
Ratio to total operating expenses	3.99	3.54	3.00	2.54	2.29	2.21	4.00	4.01	4.02
Total operating expenses	1,089,934.45	1,289,088.66	1,314,603.73	1,355,347.76	1,562,945.38	1,497,114.67	1,279,920.83	1,493,970.05	1,743,813.67
Ratio to total operating revenue	75.43	86.58	89.52	70.78	73.85	92.23	83.92	92.96	97.66
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES	54,000.00	64,600.00	66,000.00	69,000.00	77,000.00	83,745.76	78,124.03	81,754.87	90,334.42
Per mile owned—first main track									
Per mile owned—all main tracks	1.39	1.65	1.68	1.76	1.96	2.11	1.97	2.06	2.28
Per mile owned—all tracks									
Ratio to total operating revenue	....	....	....	....	....	....	....	....	....
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	79,635.66	117,606.06	116,092.38	105,545.75	156,725.76	114,260.29	103,748.75	100,496.22	121,256.62
Cost per 100 pounds tractive power	5.45	6.95	6.75	4.58	7.37	6.85	8.48	5.92	5.47
Average cost per locomotive	1,244.30	1,568.08	1,758.97	1,055.45	1,703.54	1,639.32	1,729.15	1,395.78	1,443.53
Passenger-train cars	11,361.72	12,782.37	12,527.43	11,259.76	15,177.25	11,963.10	9,320.11	11,348.43	6,480.20
Average cost per passenger car	324.62	365.21	357.93	321.71	474.29	373.84	291.25	366.08	209.04
Freight-train cars	114,830.33	163,500.91	158,273.11	157,911.26	196,274.04	299,705.52	76,323.20	142,328.89	74,173.41
Average cost per freight car	23.45	34.32	33.22	22.29	28.25	44.84	17.93	33.76	17.84
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	79,635.66	117,606.06	116,092.38	105,545.75	156,725.76	100,455.86	103,748.75	100,496.22	121,256.62
Cost per 100 pounds tractive power	5.45	6.95	6.75	4.58	7.37	4.77	8.48	5.92	5.47
Average cost per locomotive	1,244.30	1,568.08	1,758.97	1,055.45	1,703.54	1,141.54	1,729.15	1,395.78	1,443.53
Passenger-train cars	11,361.72	12,782.37	12,527.43	11,259.76	11,259.76	10,470.68	9,320.11	11,348.43	6,480.20
Average cost per passenger car	324.62	365.21	357.93	321.71	351.87	327.21	291.25	366.08	209.04
Freight-train cars	114,830.33	163,500.91	158,273.11	157,911.26	157,911.26	169,450.31	74,315.44	124,862.70	68,642.58
Average cost per freight car	23.45	34.32	33.22	22.29	22.73	25.36	17.46	29.62	16.51
F—STATISTICS:									
Number of passengers carried 1 mile	11,270,200	11,943,250	10,425,785	10,389,655	11,462,713	9,949,576	9,065,768	8,907,116	8,921,108
Average rate per passenger per mile......cents	1.59	1.68	1.78	1.63	1.43	1.63	1.68	1.74	1.78
Number of tons of revenue freight carried 1 mile	203,704,000	214,972,564	227,033,430	329,434,320	329,122,214	330,311,469	323,555,444	374,506,378	397,669,420
Average rate per ton per mile......mills	5.49	5.31	5.06	4.52	4.36	4.13	3.92	3.56	3.69
Average revenue tons per car per mile	22.23	24.65	24.99	26.31	27.46	29.91	28.85	31.77	31.25
Average revenue tons per loaded car per mile	....	....	....	....	....	....	....	....	....
Average revenue tons per train per mile	319.21	314.20	338.31	378.30	400.85	400.20	395.72	333.90	310.10

Received too late for inclusion in combined statement.

Shriver Exhibit No. 1—Continued.

Detroit, Toledo & Ironton Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30— 1912	Year ended June 30— 1913	5-year average. 1903–1907	5-year average. 1908–1912	Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
A—Revenues:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$1,475,930.80	$1,391,374.41	$1,265,461.60	$1,381,861.52	9.19	$1,323,661.55	11.51	10.88	4.46
Passenger revenue	160,194.45	151,769.55	180,343.69	158,197.37	D 13.99	169,270.53	D 5.36	2.96	D 2.51
Mail revenue	21,906.09	23,610.30	23,888.28	21,973.59	D 8.71	22,930.93	D 4.44	D 1.42	6.25
Express revenue	21,875.00	21,878.64	17,787.90	21,779.80	23.57	19,738.85	.10		
Other transportation revenue	54,132.93	57,153.43	2,303.58	60,661.26	253.33	31,482.42	71.31	D 20.00	D 15.54
Revenue from operations other than transportation	28,287.42	27,499.74	196,919.31	16,169.62	D 9.79	106,544.46	D 73.45	264.29	254.14
Total operating revenue	1,762,326.69	1,673,286.07	1,686,704.36	1,660,643.16	D 5.46	1,673,673.74	4.12	9.66	4.12
Per mile operated—first main track	3,993.58	3,794.29	3,955.27	3,763.77	D 4.84	3,859.51	3.47	9.39	4.19
Per mile operated—all main tracks									
Per mile operated—all tracks									
B—Expenses:									
Maintenance of way and structures	336,358.02	422,046.02	271,592.70	333,141.06	22.65	302,366.88	11.24	D 1.59	23.48
Per mile operated—first main track	7.62	9.56	6.36	7.43	16.96	6.89	10.59	D 1.67	23.35
Per mile operated—all main tracks									
Per mile operated—all tracks									
Ratio to total operating revenue	19.09	25.22							
Ratio to total operating expenses	21.33	22.85							
Maintenance of equipment	232,043.37	469,200.61	317,057.64	289,473.99	D .870	303,265.81	D 23.48	D 18.89	64.01
Ratio to total operating revenue	13.17	28.04							
Ratio to total operating expenses	14.72	25.41							
Traffic expenses	32,465.27	31,723.37		51,163.19		15,581.59	108.37	D 56.08	D 77.65
Ratio to total operating revenue	1.84	1.90							
Ratio to total operating expenses	2.05	1.72							
Transportation expenses	866,224.06	859,466.10	694,118.09	811,242.87	16.87	752,680.47	15.09	12.24	11.36
Ratio to total operating revenue	49.15	51.36							
Ratio to total operating expenses	54.95	46.53							
General expenses	109,563.94	64,394.71	39,615.57	64,830.62	63.70	52,223.09	109.81	82.83	7.45
Ratio to total operating revenue	6.22	3.85							
Ratio to total operating expenses	6.95	3.49							
Total operating expenses	1,576,654.66	1,146,830.81	1,322,383.96	1,518,294.78	14.81	1,420,339.38	11.01	5.54	23.62
Ratio to total operating revenue	89.46	110.04							
Ratio to total operating expenses	100.00	100.00							

C—TAXES	65,244.12	68,869.78	66,120.00	79,850.65	D 20.75	72,980.32	D 10.60	D 20.19	D 15.76
Per mile owned—first main track									
Per mile owned—all main tracks	1.65	1.74	1.69	2.02	19.31	1.85	D 10.81	D 19.90	D 15.53
Per mile owned—all tracks									
Ratio to total operating revenue									
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	98,947.66	114,512.24	115,121.12	113,741.91	D 1.20	114,431.51	D 10.91	D 1.54	13.95
Cost per 100 pounds tractive power	4.46	6.33	6.22	6.24		6.22			
Average cost per locomotive	1,177.95	1,846.97	1,266.07	1,477.15		1,471.60	D 19.95	D 15.66	
Passenger-train cars	5,204.95	9,326.44	12,621.71	8,863.36	D 29.77	10,742.53	D 51.56	D 54.13	D 17.81
Average cost per passenger car	167.90	310.88	368.75	281.42	23.63	325.18	D 48.36	D 54.14	D 15.08
Freight-train cars	90,410.75	307,560.50	158,157.93	132,588.36	D 16.17	145,373.14	D 37.38	D 36.47	116.11
Average cost per freight car	22.99	79.95	28.31	27.47	D 2.94	27.88	D 17.54	D 31.90	136.82
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	98,947.66	114,246.49	113,121.12	104,973.02	D 8.81	110,147.07	D 11.00	D 1.54	13.68
Cost per 100 pounds tractive power	4.46	6.33	6.22	5.82		6.02			
Average cost per locomotive	1,177.95	1,842.68	1,466.07	1,377.59	D 6.03	1,421.82	D 17.15	D 15.66	32.02
Passenger-train cars	5,204.95	8,864.38	11,838.21	8,564.88	D 27.65	10,201.54	D 46.98	D 54.13	D 21.89
Average cost per passenger car	167.90	310.88	344.27	272.29	D 20.90	308.28	D 45.53	D 54.13	D 15.08
Freight-train cars	43,321.82	52,444.76	150,485.38	96,118.58	D 36.13	123,301.97	D 64.87	65.34	D 56.00
Average cost per freight car	10.54	13.63	27.20	19.90	D 26.85	23.55	D 55.24	D 64.41	D 53.98
F—STATISTICS:									
Number of passengers carried 1 mile	9,248,767	8,588,583	11,098,321	9,218,467	D 16.94	10,158,393	D 8.95	D 3.69	D 3.57
Average rate per passenger per mile......cents	1.73	1.64	1.62	1.71	5.55	1.67	3.59		D 5.75
Number of tons of revenue freight carried 1 mile	375,406,597	345,200,736	260,853,306	360,289,882	38.11	310,571,593	20.88	D .24	D 7.82
Average rate per ton per mile......mills	3.93	4.03	4.95	3.85	D 22.24	4.40	D 10.69	10.39	13.20
Average revenue tons per car per mile	29.54	31.11	25.13	30.26	20.43	27.69	6.68	D 7.01	D 2.07
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	335.19	474.17	350.19	359.17	2.56	354.68	D 5.49		42.01

Received too late for inclusion in combined statement.

SHRIVER EXHIBIT No. 1—Continued.

Erie R. R. System.[1]

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 33.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	2,379.99	2,377.51	2,375.88	2,375.57	2,373.38	2,390.39	2,448.50	2,447.60	2,482.22
2. Owned—miles of all main tracks	3,105.17	3,144.01	3,154.03	3,176.34	3,184.70	3,210.94	3,321.60	3,318.76	3,398.22
3. Owned—miles of all tracks	4,603.16	4,678.39	4,765.88	4,836.09	4,883.95	4,930.94	5,038.00	5,139.64	5,162.08
4. Operated—miles of first main track	2,451.51	2,449.03	2,455.41	2,455.10	2,470.81	2,472.71	2,534.12	2,532.48	2,567.10
5. Operated—miles of all main tracks	3,190.06	3,228.90	3,246.93	3,269.24	3,328.21	3,339.33	3,463.25	3,458.95	3,543.41
6. Operated—miles of all tracks	4,736.48	4,812.11	4,908.44	4,979.10	5,077.57	5,110.09	5,230.30	5,329.35	5,358.72
B—TOTAL CAPITAL OBLIGATIONS	391,162,466	394,780,536	402,762,649	421,786,153	419,455,400	429,840,881	431,217,287	430,701,338	427,325,749
Per mile owned—first main track	164,354	166,047	169,521	177,551	176,733	179,820	176,114	175,968	172,154
Per mile owned—all main tracks	125,971	125,566	127,697	132,790	131,709	133,867	129,822	129,778	125,750
Per mile owned—all tracks	84,977	84,384	84,509	87,216	85,884	87,172	85,720	83,922	82,888
Capital stock	184,655,740	184,649,640	184,636,940	184,624,140	184,617,440	184,838,740	184,813,740	184,813,990	184,814,990
Increase over previous year	D 196,900	D 6,100	D 12,700	D 12,800	D 6,700	221,300	D 25,000	250	1,000
Funded debt, including notes issued for capital obligations	206,506,726	210,130,896	218,125,709	237,162,013	234,837,960	245,002,141	246,403,547	245,887,348	242,510,759
Increase over previous year	D 210,390	3,624,170	7,994,813	19,036,304	D 2,324,053	10,164,181	1,401,406	D 516,199	D 3,376,589
Ratio of capital stock to total capital obligations, per cent	47.21	46.77	45.84	43.77	44.01	43.00	42.86	42.91	43.25
C—PROPERTY INVESTMENT[2]	364,694,604	373,232,159	379,856,675	390,514,443	407,429,163	418,798,525	425,296,125	428,537,328	431,618,000
Per mile owned—first main track	153,234	156,984	159,880	164,388	171,666	175,201	173,697	175,085	173,884
Per mile owned—all main tracks	117,447	118,712	120,435	122,945	127,933	130,429	128,040	129,126	127,013
Per mile owned—all tracks	79,227	79,778	79,703	80,750	83,422	84,933	84,418	83,379	83,613
Additions to property investment account	4,561,872	8,537,555	6,624,516	10,657,768	16,914,720	11,369,302	6,497,600	3,241,203	3,080,672
D—INCOME ACCOUNT:[3]									
Total operating revenue, including outside operations	48,193,063	47,508,846	48,152,544	52,384,019	56,401,198	53,696,681	54,370,381	59,078,833	61,326,508
Total operating expenses, including outside operations	30,018,037	32,769,672	33,498,911	36,628,291	38,875,997	42,806,606	38,050,389	40,462,337	41,730,262
Net operating revenue, including outside operations	18,175,026	14,739,174	14,653,633	15,755,728	17,525,201	10,890,075	16,319,992	18,616,496	19,596,246
Tax accruals	1,035,383	1,046,846	1,052,390	1,084,074	1,612,646	1,183,195	1,539,494	1,540,064	1,556,804

Operating income	17,139,643	13,692,328	13,601,243	14,671,654	15,912,555	9,706,880	14,780,498	17,076,432	18,039,442
Other income relating to operation									
Hire of equipment—Cr.									
Joint facilities—Cr.	551,866	572,236	601,962	650,186	773,778	539,934	522,872	571,527	618,721
Miscellaneous rents—Cr.	141,002	167,513	160,237	209,014	230,529	107	26,862	35,025	47,603
Total	692,868	739,749	762,199	859,200	1,004,307	540,041	549,734	606,552	666,324
Deductions from income relating to operation									
Hire of equipment—Dr.	467,560	474,838	549,642	295,799	30,425	464,026	563,398	613,545	700,363
Joint facilities—Dr.	590,709	456,111	547,685	517,152	610,960	606,759	684,073	811,739	836,602
Miscellaneous rents—Dr.						27,753	227,081	483,893	834,480
Total	1,058,269	930,949	1,097,327	812,951	641,385	1,098,538	1,474,552	1,909,177	2,371,445
Net operating income	16,774,242	13,501,128	13,266,115	14,717,903	16,275,477	9,148,383	13,855,680	15,773,807	16,334,321
Per cent on property investment	4.60	3.62	3.49	3.77	3.99	2.18	3.26	3.68	3.78
Other income	2,858,217	2,241,242	2,526,547	1,923,397	1,832,486	1,931,107	2,255,901	3,402,620	2,737,341
Total income	19,632,459	15,742,370	15,792,662	16,641,300	18,107,963	11,079,490	16,111,581	19,176,427	19,071,662
Other deductions									
Lease of roads	49,001	49,001	49,001	49,001	46,247	44,478	44,722	41,943	36,092
Interest deductions	9,955,785	9,981,613	10,270,508	10,639,007	11,050,964	11,764,728	11,754,550	11,813,270	11,584,430
Miscellaneous other deductions	1,350	904	355	1,014	136,938	1,790	145,250	77,348	375,310
Total	10,006,136	10,031,518	10,319,864	10,689,622	11,234,149	11,810,996	11,944,522	11,932,561	11,995,832
Net corporate income for the year	9,626,323	5,710,852	5,472,798	5,951,678	6,873,814	D 731,506	4,167,059	7,243,866	7,075,830
Per cent on capital stock outstanding	5.21	3.09	2.96	3.22	3.72	D .40	2.25	3.92	3.83
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	5.01	3.98	3.91	3.93	4.27	2.57	3.69	4.42	4.37
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	9,894,442	11,402,008	13,011,719	13,467,280	13,792,479	16,802,378	15,238,067	17,444,590	22,285,101
Net corporate income for the year	9,626,323	5,710,852	5,472,798	5,951,678	6,873,814	D 731,506	4,167,059	7,243,866	7,075,830
Miscellaneous profit and loss items—net debit	4,350	26,878	37,412	63,932	49,129	Cr 858,273	501,192	616,760	589,099
Total surplus	19,516,415	17,085,982	18,447,105	19,355,026	20,617,164	16,929,145	18,903,934	24,071,696	28,771,832
Dividends declared	2,248,146	2,488,309	3,140,245	3,139,170	1,545,218	575,180	585,926	585,926	587,206
Per cent on capital stock outstanding	1.22	1.35	1.70	1.70	.84	.31	.32	.32	.32
Additions, betterments, and permanent improvements appropriations	5,578,266	1,235,608	1,476,841	2,049,896	1,864,441	673,393	397,977	747,110	1,525,625
Sinking and special reserve funds appropriations	287,995	350,346	362,739	373,481	405,127	442,505	475,441	453,559	507,015
Total surplus appropriated	8,114,407	4,074,263	4,979,825	5,562,547	3,814,786	1,691,078	1,459,344	1,766,595	2,619,846
Unappropriated surplus carried over to the following year	11,402,008	13,011,719	13,467,280	13,792,479	16,802,378	15,238,067	17,444,590	22,285,101	26,151,986

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[1] **Includes Erie R. R.; Chicago & Erie R. R.; New York, Susquehanna & Western** R. R.; the Wilkes-Barre & Eastern R. R.; New Jersey & New York R. R.; Bath & Hammondsport R. R.

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Erie R. R. System[1]—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average—		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	2,472.66	2,472.39	2,376.47	2,448.27	3.02	2,412.37	2.50	1.02	1.01
2. Owned—miles of all main tracks	3,433.52	3,568.35	3,152.85	3,336.61	5.83	3,244.73	5.82	3.46	7.52
3. Owned—miles of all tracks	5,238.61	5,402.18	4,753.50	5,101.85	7.33	4,927.67	6.31	1.93	5.11
4. Operated—miles of first main track	2,562.21	2,561.94	2,456.37	2,533.72	3.15	2,495.05	2.69	1.17	1.16
5. Operated—miles of all main tracks	3,590.64	3,725.27	3,252.67	3,479.12	6.96	3,365.89	6.68	3.81	7.70
6. Operated—miles of all tracks	5,421.09	5,572.55	4,902.74	5,289.91	7.90	5,096.33	6.37	1.72	4.56
B—TOTAL CAPITAL OBLIGATIONS	444,836,078	445,628,547	405,989,440	432,784,266	6.60	419,386,853	6.07	3.28	3.47
Per mile owned—first main track	179,901	180,242	170,837	176,771	3.47	173,845	3.48	2.24	2.43
Per mile owned—all main tracks	129,557	124,884	128,769	129,707	.73	129,251	.24	D .17	D 3.77
Per mile owned—all tracks	85,041	82,491	85,408	84,926	D .56	85,159	D .14	1.33	D 1.71
Capital stock	184,812,890	184,794,090	184,636,780	184,818,870	.10	184,727,825	.05		
Increase over previous year	D 2,100	D 18,800							D .01
Funded debt, including notes issued for capital obligations	260,023,188	260,834,457	221,352,660	247,965,397	12.02	234,659,028	10.80	5.75	6.08
Increase over previous year	17,512,429	811,269							
Ratio of capital stock to total capital obligations, per cent	41.55	41.47	45.48	42.70	D 6.11	44.05	D 5.68	D 3.17	D 3.36
C—PROPERTY INVESTMENT[2]	440,559,308	453,154,352	383,145,408	428,921,857	11.95	406,033,632	8.45	2.76	5.74
Per mile owned—first main track	178,091	183,286	161,225	175,194	8.66	168,313	5.81	1.72	4.68
Per mile owned—all main tracks	128,253	126,993	121,523	128,550	5.78	125,136	2.49	D .68	D 1.65
Per mile owned—all tracks	84,060	83,884	80,603	84,072	4.30	82,399	2.02	.82	.61
Additions to property investment account	8,741,308	12,795,044	9,459,286	6,586,029	D 30.37	8,022,657	8.96	169.69	294.76
D—INCOME ACCOUNT:[3]									
Total operating revenue, including outside operations	61,016,286	67,326,282	50,527,934	57,897,737	14.59	54,212,836	12.55	3.28	13.96
Total operating expenses, including outside operations	43,685,061	47,449,852	34,358,181	41,346,931	20.34	37,852,566	15.41	7.96	17.27
Net operating revenue, including outside operations	17,331,225	19,876,430	16,169,753	16,550,806	2.36	16,360,280	5.93	D 6.90	6.77
Tax accruals	2,059,649	2,148,006	1,166,267	1,575,841	35.12	1,371,055	50.22	33.74	39.47
Operating income	15,271,576	17,728,424	15,003,486	14,974,865	.19	14,989,225	1.88	D 10.57	3.82
Other income relating to operation									

Hire of equipment—Cr.									
Joint facilities—Cr.	688,649	707,282	630,005	588,340	D 6.61	609,172	13.05	20.49	23.75
Miscellaneous rents—Cr.	46,911	137,095	181,659	31,302	D 82.77	106,481	D 55.94	33.94	291.42
Total	735,560	844,377	811,664	619,642	D 23.66	715,653	2.78	21.27	39.21
Deductions from income relating to operation.									
Hire of equipment—Dr.	892,442	867,394	363,653	646,755	77.85	505,204	76.65	45.46	41.37
Joint facilities—Dr.	865,840	917,691	544,523	761,002	39.76	652,762	32.64	6.66	13.05
Miscellaneous rents—Dr.	889,325	812,679		492,507		246,254		83.79	67.95
Total	2,647,607	2,597,764	908,176	1,900,264	109.24	1,404,220	88.55	38.68	36.07
Net operating income	13,359,529	15,975,037	14,906,974	13,694,343	D 8.13	14,300,658	D 6.58	D 15.31	1.28
Per cent on property investment	3.03	3.53	3.89	3.19	D 17.99	3.52	D 13.92	D 17.66	4.08
Other income	2,998,622	4,920,852	2,276,378	2,665,118	17.08	2,470,748	21.36	D 11.87	44.62
Total income	16,358,151	20,895,889	17,183,352	16,359,461	D 4.79	16,771,406	D 2.46	D 14.70	8.97
Other deductions									
Lease of roads	42,841	42,389	48,450	42,015	D 13.28	45,233	D 5.29	2.14	1.06
Interest deductions	11,663,296	11,940,031	10,379,695	11,716,055	12.87	11,047,875	5.57	D 1.27	1.07
Miscellaneous other deductions	24,191	728	28,112	124,778	343.86	76,444	D 68.36	D 68.72	D 99.06
Total	11,730,328	11,983,148	10,456,257	11,882,848	13.64	11,169,552	5.02	D 1.69	.42
Net corporate income for the year	4,627,823	8,912,741	6,727,095	4,476,613	D 33.45	5,601,854	D 17.39	D 36.11	23.04
Per cent on capital stock outstanding	2.50	4.82	3.64	2.42	D 33.52	3.03	D 17.49	D 36.22	22.96
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	3.66	4.68	4.21	3.74	D 11.16	3.97	D 7.81	D 17.19	5.88
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	26,151,986	27,979,204	12,313,585	19,584,424	59.05	15,949,004	63.97	49.91	60.39
Net corporate income for the year	4,627,823	8,912,741	6,727,095	4,476,613	D 33.45	5,601,854	D 17.39	D 36.11	23.04
Miscellaneous profit and loss items—net debit	1,161,631	1,183,045	36,342	402,084		219,213	429.91	88.34	91.82
Total surplus	29,618,178	35,708,900	19,004,338	23,658,956	24.49	21,331,645	27.98	23.04	48.34
Dividends declared	481,069	555,487	2,512,218	563,061	D 77.58	1,537,640	D 68.71	D 17.90	D 5.20
Per cent on capital stock outstanding	.26	.30	1.36	.30	D 77.94	.83	D 68.67	D 18.75	D 6.25
Additions, betterments, and permanent improvements appropriations	703,582	773,559	2,441,010	809,537	D 66.83	1,625,274	D 56.71	D 5.83	3.54
Sinking and special reserve funds appropriations	454,323	765,959	355,939	466,569	31.08	411,254	10.47	.17	68.88
Total surplus appropriated	1,638,974	2,095,005	5,309,167	1,839,167	D 65.36	3,574,168	D 54.14	D 8.26	17.26
Unappropriated surplus carried over to the following year	27,979,204	33,613,895	13,695,171	21,819,788	59.32	17,757,480	57.56	25.55	50.84

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[1] Includes Erie R. R.; Chicago & Erie R. R.; New York, Susquehanna & Western R. R.; the Wilkes-Barre & Eastern R. R.; New Jersey & New York R. R.; Bath & Hammondsport R. R.

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Erie R. R. System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 34.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$34,351,332	$33,653,832	$33,332,496	$36,511,918	$39,966,913	$36,394,111	$37,647,200	$40,999,726	$42,871,623
Passenger revenue	8,679,674	8,786,800	9,136,784	9,805,042	10,341,029	10,515,158	9,947,852	10,622,021	10,992,173
Mail revenue	485,953	499,171	500,333	518,437	510,561	481,909	484,821	446,613	446,413
Express revenue	860,521	905,889	970,363	1,151,173	1,088,831	1,204,798	1,268,093	1,509,650	1,517,092
Other transportation revenue	1,137,607	1,165,070	1,433,207	1,447,349	1,373,266	1,649,343	1,774,174	2,050,766	2,068,467
Revenue from operations other than transportation	300,229	228,045	297,219	322,445	293,774	318,651	245,288	296,269	392,919
Outside operations—revenue	2,377,747	2,270,039	2,482,142	2,627,655	2,826,824	3,132,711	3,002,953	3,153,788	3,037,821
Total operating revenue	48,193,063	47,508,846	48,152,544	52,384,019	56,401,198	53,696,681	54,370,381	59,078,833	61,326,508
Per mile operated—first main track	19,659	19,399	19,611	21,337	22,827	21,716	21,455	23,328	23,889
Per mile operated—all main tracks	15,107	14,714	14,830	16,023	16,946	16,080	15,699	17,080	17,307
Per mile operated—all tracks	10,175	9,873	9,810	10,521	11,108	10,508	10,395	11,086	11,444
B—EXPENSES:									
Maintenance of way and structures	3,945,837	4,285,019	3,911,094	4,984,246	5,504,090	6,628,174	4,703,762	5,733,947	6,213,280
Per mile operated—first main track	1,610	1,750	1,593	2,030	2,228	2,681	1,856	2,264	2,420
Per mile operated—all main tracks	1,237	1,327	1,205	1,525	1,654	1,985	1,358	1,658	1,753
Per mile operated—all tracks	833	890	797	1,001	1,084	1,297	899	1,076	1,159
Ratio to total operating revenue.....per cent	8.19	9.02	8.12	9.50	9.76	12.34	8.65	9.71	10.13
Ratio to total operating expenses........do	13.14	13.09	11.68	13.61	14.16	15.48	12.36	14.17	14.89
Maintenance of equipment	5,988,764	6,824,288	7,931,069	9,039,252	8,566,389	11,098,901	10,063,185	9,865,621	9,565,028
Ratio to total operating revenue.....per cent	12.43	14.36	16.48	17.26	15.19	20.67	18.51	16.70	15.60
Ratio to total operating expenses........do	19.95	20.83	23.67	24.67	22.03	25.93	26.45	24.38	22.92
Traffic expenses	Included in transportation expenses.					1,094,801	1,156,137	1,330,921	1,447,636
Ratio to total operating revenue.....per cent						2.04	2.13	2.25	2.36
Ratio to total operating expenses........do						2.56	3.04	3.29	3.47
Transportation expenses	16,710,121	18,244,935	18,062,675	18,517,921	20,264,403	19,290,419	18,050,327	18,960,872	20,124,878
Ratio to total operating revenue.....per cent	34.67	38.40	37.51	35.35	35.93	35.92	33.20	32.09	32.82
Ratio to total operating expenses........do	55.66	55.67	53.92	50.56	52.13	45.06	47.44	46.86	48.23
General expenses	964,352	1,003,784	1,051,177	1,171,322	1,209,352	1,114,082	1,149,887	1,146,218	1,183,723
Ratio to total operating revenue.....per cent	2.00	2.12	2.18	2.24	2.14	2.08	2.11	1.94	1.93
Ratio to total operating expenses........do	3.22	3.05	3.14	3.20	3.11	2.61	3.02	2.84	2.83
* Outside operations—expenses.									
Total operating expenses	30,018,037	32,769,672	33,498,911	36,628,291	38,875,997	42,806,606	38,050,389	40,462,337	41,730,262
Ratio to total operating revenue...per cent	62.29	68.98	69.57	69.92	68.93	79.73	69.98	68.49	68.04
Ratio to total operating expenses......do	100	100	100	100	100	100	100	100	100

C—TAXES:	1,035,383	1,046,846	1,062,390	1,084,704	1,612,646	1,188,195	1,539,494	1,540,064	1,556,804
Per mile owned—first main track	435	440	443	456	679	495	629	629	627
Per mile owned—all main tracks	333	333	334	341	506	368	463	464	458
Per mile owned—all tracks	225	224	221	224	330	240	306	300	302
Ratio to total operating revenue.......per cent..	2.15	2.20	2.19	2.07	2.86	2.20	2.83	2.61	2.54
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT.									
Steam locomotives	2,904,522	3,202,364	4,103,758	4,302,397	3,232,244	5,602,964	4,461,996	3,951,413	3,836.747
Cost per 100 pounds tractive power	10.86	10.10	11.93	10.78	8.11	13.65	10.79	9.25	9.18
Average cost per locomotive	2,379	2,379	2,976	2,849	2,175	3,691	2,932	2,576	2,577
Passenger-train cars	870,198	703,682	635,456	692,933	719,970	690,409	686,448	885,168	742,087
Average cost per passenger car	803	615	548	589	594	534	525	673	561
Freight-train cars	1,768,612	2,391,522	2,601,834	3,337,116	3,746,865	3,862,257	4,136,820	4,187,413	4,152,696
Average cost per freight car	31	42	47	61	70	68	79	85	86
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):	No separation made.								
Steam locomotives						5,337,703	4,185,900	3,670,811	3,530,065
Cost per 100 pounds tractive power						13.00	10.13	8.59	8.45
Average cost per locomotive						3,516	2,750	2,393	2,371
Passenger-train cars						633,196	601,512	821,051	657,820
Average cost per passenger car						490	460	624	497
Freight-train cars						3,106,919	3,048,308	3,219,012	3,327,809
Average cost per freight car						55	58	65	69
F—STATISTICS:									
Number of passengers carried 1 mile	589,880,060	618,890,367	638,595,261	677,141,426	726,397,952	742,541,807	703,965,211	743,451,021	737,937,710
Average rate per passenger per mile......cents..	1.47	1.42	1.43	1.45	1.42	1.42	1.41	1.43	1.49
Number of tons of revenue freight carried 1 mile.	5,600,033,572	5,383,284,107	5,368,272,686	6,145,568,160	6,513,925,774	5,914,770,052	6,232,021,932	6,669,052,640	7,092,636,208
Average rate per ton per mile............mills..	6.13	6.25	6.21	5.94	6.14	6.15	6.04	6.15	6.04
Average revenue tons per car per mile—loaded...	17.92	17.51	17.80	18.86	19.75	20.60	20.75	20.65	20.72
(A) Average revenue tons per car per mile[1]	12.13	11.93	12.12	12.99	14.03	14.46	14.24	14.58	14.33
Average revenue tons per train per mile	392.45	386.87	399.40	437.81	454.41	446.87	454.12	480.04	509.13
Outside operations—expenses	2,408,963	2,411,646	2,542,896	2,915,550	3,331,763	3,580,228	2,927,091	3,424,759	3,195,718
Ratio to total operating revenue.......per cent..	5.00	5.08	5.28	5.57	5.91	6.68	5.38	8.80	5.20
Ratio to total operating expenses......per cent..	8.03	7.36	7.59	7.96	8.57	8.36	7.69	8.46	7.66

[1] Includes caboose car mileage.

SHRIVER EXHIBIT No. 1—Continued.

Erie R. R. System—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		Five-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	Ten-year average.	Increase or decrease 1912 compared with ten-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$42,549,009	$47,222,839	$35,563,298	$40,092,334	12.73	$37,827,816	12.48	3.78	15.18
Passenger revenue	10,828,838	11,428,566	9,349,866	10,581,208	13.17	9,965,537	8.66	1.95	7.59
Mail revenue	436,896	427,238	502,891	459,331	D 8.66	481,111	D 9.19	D 2.17	D 4.34
Express revenue	1,612,689	1,819,722	995,355	1,422,464	42.91	1,208,910	33.40	6.83	20.54
Other transportation revenue	2,250,175	2,478,685	1,311,300	1,958,585	49.44	1,634,942	37.63	9.72	20.87
Revenue from operations other than transportation	385,455	569,982	288,342	327,716	13.66	308,029	25.14	30.10	92.39
Outside operations—revenue	2,953,224	3,379,250	2,516,882	3,056,099	21.42	2,786,491	5.98	D 6.36	7.15
Total operating revenue	61,016,286	67,326,282	50,527,934	57,897,737	14.59	54,212,836	12.55	3.28	13.96
Per mile operated—first main track	23,814	26,279	20,570	22,851	11.09	21,728	9.61	2.09	12.65
Per mile operated—all main tracks	16,994	18,073	15,534	16,641	7.13	16,107	5.51	D .50	5.81
Per mile operated—all tracks	11,255	12,082	10,306	10,945	6.20	10,638	5.81	1.53	8.98
B—EXPENSES:									
Maintenance of way and structures	6,425,287	6,794,116	4,526,057	5,940,890	31.26	5,233,473	22.77	12.06	18.49
Per mile operated—first main track	2,508	2,652	1,843	2,345	27.24	2,098	19.54	10.78	17.14
Per mile operated—all main tracks	1,789	1,824	1,391	1,708	22.79	1,555	15.05	7.90	10.01
Per mile operated—all tracks	1,185	1,219	923	1,123	21.67	1,027	15.38	10.13	13.29
Ratio to total operating revenue ..... per cent	10.53	10.09	8.94	10.26	14.77	9.65	9.12	8.44	3.91
Ratio to total operating expenses ..... do	14.72	14.32	13.17	14.37	9.11	13.83	6.44	3.88	1.06
Maintenance of equipment	10,014,583	11,296,445	7,669,952	10,121,464	31.96	8,895,708	12.58	1.51	14.50
Ratio to total operating revenue ..... per cent	16.40	16.78	15.19	17.47	15.01	16.41	D .06	D 1.80	.48
Ratio to total operating expenses ..... do	22.91	23.81	22.32	24.48	9.68	23.51	D 2.55	D 6.03	D 2.34
Traffic expenses	1,438,443	1,497,100	Included in transportation expenses.					8.08	12.49
Ratio to total operating revenue ..... per cent	2.36	2.22						4.89	D 1.33
Ratio to total operating expenses ..... do	3.29	3.16						....	D 3.95
Transportation expenses	21,319,092	22,770,770	18,360,011	20,842,705	13.52	19,601,358	8.76	12.44	20.09
Ratio to total operating revenue ..... per cent	34.94	33.82	36.34	36.00	D .94	36.16	D 3.37	8.88	5.39
Ratio to total operating expenses ..... do	48.80	47.99	53.44	50.41	D 5.67	51.78	D 5.76	4.14	2.41
General expenses	1,304,158	1,369,893	1,079,997	1,179,614	9.22	1,129,806	15.43	13.78	19.51
Ratio to total operating revenue ..... per cent	2.14	2.04	2.14	2.04	D 4.67	2.08	2.88	10.31	5.15
Ratio to total operating expenses ..... do	2.98	2.88	3.15	2.85	D 9.52	2.98	....	4.93	1.41
* Outside operations—expenses.									
Total operating expenses	43,685,061	47,449,852	34,358,181	41,346,931	20.34	37,852,556	15.41	7.96	17.27
Ratio to total operating revenue ..... per cent	71.59	70.48	68.00	71.41	5.01	69.82	2.54	4.53	2.91
Ratio to total operating expenses ..... do	100	100	100	100	....	100	....	....	....

C—Taxes:	2,059,649	2,148,006	1,166,267	1,575,841	35.12	1,371,055	50.29	33.74	30.48
Per mile owned—first main track	833	869	410	643	56.83	567	46.91	32.48	38.16
Per mile owned—all main tracks	600	602	370	471	27.30	420	42.86	29.31	29.74
Per mile owned—all tracks	394	398	245	308	25.71	277	42.24	31.33	32.67
Ratio to total operating revenue.......per cent..	3.38	3.19	2.31	2.72	17.75	2.53	33.60	27.20	22.22
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	4,037,276	4,414,807	3,549,057	4,378,079	23.36	3,963,568	1.86	2.17	11.73
Cost per 100 pounds tractive power	8.66	8.65	10.28	10.17	D 1.07	10.22	D 16.34	D 6.46	D 6.49
Average cost per locomotive	2,667	2,812	2,557	2,863	11.92	2,717	D 1.84	3.92	9.16
Passenger-train cars	860,927	900,206	724,448	773,008	6.70	748,728	14.99	D 2.74	1.70
Average cost per passenger car	631	650	627	585	D 6.70	605	4.30	D 6.24	D 3.42
Freight-train cars	4,268,956	5,021,681	2,769,190	4,121,629	48.84	3,445,409	23.90	1.95	19.92
Average cost per freight car	83	98	50	80	60	64	29.69	D 2.35	15.29
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	3,746,508	4,075,062	...	4,094,197	...	...	...	2.06	11.01
Cost per 100 pounds tractive power	8.03	7.98	...	9.51	...	...	...	D 6.52	D 7.10
Average cost per locomotive	2,475	2,596	...	2,678	...	...	...	3.43	8.48
Passenger-train cars	773,193	793,285	...	697,354	...	...	...	D 5.83	D 3.38
Average cost per passenger car	566	572	...	528	...	...	...	D 9.29	D 8.33
Freight-train cars	3,429,775	3,942,487	...	3,226,365	...	...	...	6.55	22.48
Average cost per freight car	67	77	...	63	...	...	...	3.08	18.46
F—Statistics:									
Number of passengers carried 1 mile	722,811,368	758,458,576	650,181,013	730,141,423	12.30	690,161,218	4.73	D 2.80	2.02
Average rate per passenger per mile.......cents..	1.50	1.51	1.44	1.45	.69	1.44	4.17	4.90	5.59
Number of tons of revenue freight carried 1 mile.	,062,903,814	7,976,935,162	5,802,216,859	6,594,276,929	13.65	6,198,246,894	13.95	5.91	19.61
Average rate per ton per mile..........mills..	6.02	5.92	6.13	6.08	D .81	6.10	D 1.31	D 2.11	D 3.74
Average revenue tons per car per mile—loaded...	20.41	21.65	18.39	20.62	12.13	19.52	4.56	D 1.16	4.84
(A) Average revenue tons per car per mile[1]......	14.07	15.58	12.65	14.33	13.28	13.49	4.30	D 3.50	6.86
Average revenue tons per train per mile.........	515.24	582.14	414.46	481.40	16.15	447.57	15.12	7.33	21.27
Outside operations—expenses	3,183,497	3,721,528	2,722,163	3,262,259	19.84	2,992,211	6.39	D 7.04	8.67
Ratio to total operating revenue.....per cent..	5.22	5.53	5.39	5.64	4.64	5.52	D 5.43	D 10.00	D 4.66
Ratio to total operating expenses......per cent..	7.30	7.84	7.92	7.89	D .38	7.90	D 7.59	D 13.71	D 7.33

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[1] Includes caboose car mileage.

SHRIVER EXHIBIT No. 1—Continued.

The Hocking Valley Ry. Co.

[D denotes decrease or deficit; I, increase.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 35.]

Item.	Year ending June 30.								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	338.50	338.50	338.50	338.50	338.50	338.50	338.50	341.50	343.00
2. Owned—miles of all main tracks	379.00	379.00	378.50	378.50	378.50	378.50	378.50	383.00	384.50
3. Owned—miles of all tracks	591.00	599.18	609.50	618.50	624.50	643.00	644.50	647.00	653.50
4. Operated—miles of first main track	347.00	347.00	347.00	347.00	347.00	347.00	347.00	350.00	351.50
5. Operated—miles of all main tracks	394.50	394.50	394.00	394.00	394.00	395.50	395.50	400.00	401.50
6. Operated—miles of all tracks	610.50	618.66	629.00	638.00	644.00	666.00	667.50	670.00	676.50
B—TOTAL CAPITAL OBLIGATIONS	44,994,762.22	45,297,525.10	46,115,582.08	46,770,524.22	48,628,635.80	49,629,000.00	49,085,000.00	33,587,000.00	33,036,000.00
Per mile owned—first main track	132,923.96	133,818.39	136,235.10	138,169.94	143,659.19	146,614.48	145,007.39	98,351.39	96,314.87
Per mile owned—all main tracks	118,719.69	119,518.54	121,837.73	123,568.10	128,477.24	131,120.21	129,682.96	87,694.52	85,919.38
Per mile owned—all tracks	76,133.27	73,216.40	75,661.33	75,619.28	77,868.11	77,183.51	76,159.81	51,911.90	50,552.41
Capital stock	24,421,600.00	24,510,000.00	26,000,000.00	26,000,000.00	26,000,000.00	26,000,000.00	26,000,000.00	10,999,900.00	10,999,900.00
Increase over previous year	....	88,400.00	1,490,000.00	....	....	....	....	D15,000,100.00	....
Funded debt, including notes issued for capital obligations	20,573,162.22	20,787,525.10	20,115,582.08	20,770,524.22	22,628,635.80	23,629,000.00	23,085,000.00	22,587,000.00	22,036,000.00
Increase over previous year	504,450.74	214,362.88	D 671,943.02	654,942.14	1,858,111.58	1,000,364.20	D 544,000.00	D 498,000.00	D 551,000.00
Ratio of capital stock to total capital obligations, per cent	54.28	54.11	56.38	56.60	53.47	52.39	32.97	32.75	33.30
C—PROPERTY INVESTMENT[1]	33,033,441.98	33,159,931.35	33,320,222.66	32,895,698.09	35,051,905.35	37,280,387.36	37,344,491.42	37,630,661.66	39,138,213.94
Per mile owned—first main track	97,587.72	97,961.39	98,434.93	97,180.79	103,550.68	110,134.67	110,323.46	110,192.27	114,105.58
Per mile owned—all main tracks	87,159.48	87,493.22	88,032.29	86,910.70	92,607.41	98,495.61	98,664.44	98,252.38	101,789.89
Per mile owned—all tracks	55,894.15	55,342.19	54,668.13	53,186.25	56,127.95	57,979.14	7,943.35	58,161.76	59,890.15
Additions to property investment account	349,924.92	126,489.37	60,291.31	D 424,524.57	2,156,207.26	2,228,682.01	63,904.06	286,170.24	697,320.60
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	5,622,047.76	5,333,527.50	5,643,102.66	599,828.57	6,330,956.14	5,991,579.01	6,021,852.32	7,783,032.68	7,172,731.43
Total operating expenses, including outside operations	3,573,213.50	3,572,887.58	3,782,085.86	3,901,031.31	4,407,738.95	4,370,060.65	4,018,184.26	4,739,829.05	4,600,046.89
Net operating revenue, including outside operations	2,048,834.26	1,760,639.92	1,861,016.80	2,058,797.20	1,925,217.19	1,616,518.36	2,003,668.06	3,043,203.63	2,572,684.54
Tax accruals	181,160.92	205,830.77	207,463.28	209,552.64	229,534.02	224,667.24	235,737.65	287,409.26	345,435.21

Operating income	1,867,673.34	1,554,809.15	1,653,553.52	1,849,244.56	1,693,683.17	1,391,851.12	1,767,930.41	2,755,734.37	2,227,249.33
Other income relating to operation									
Hire of equipment—Cr	414,704.82	381,955.03	359,583.65	434,440.84	517,879.49	637,997.16	256,096.17	403,482.42	606,966.15
Joint facilities—Cr	10,000.00	10,000.00	10,000.00	41,185.00	53,208.18	64,900.34	66,822.86	66,223.61	51,735.48
Miscellaneous rents—Cr			28.35	4,354.84	5,004.45	1,151.77	1,977.89	3,549.77	4,017.94
Total	2,292,378.16	1,946,764.18	2,023,665.52	2,329,225.24	2,269,775.29	2,095,900.39	2,092,827.33	3,228,990.17	2,889,968.90
Deductions from income relating to operation									
Hire of equipment—Dr	10,656.60								
Joint facilities—Dr	70,549.61	73,901.57	78,352.31	71,190.30	72,536.34	68,628.41	66,480.53	66,352.79	73,646.58
Miscellaneous rents—Dr						9.00	126.80	120.15	
Total	81,206.21	73,901.57	78,352.31	71,190.30	72,536.34	68,637.41	66,607.33	66,472.94	73,646.58
Net operating income	2,211,171.95	1,872,862.61	1,945,313.21	2,258,034.94	2,197,238.95	2,027,262.98	2,026,220.00	3,162,517.23	2,816,322.32
Per cent on property investment	6.69	5.65	5.84	6.86	6.27	5.44	5.43	8.44	7.20
Other income	662,162.79	669,337.21	542,556.37	503,284.91	649,279.58	403,047.60	632,759.91	489,578.42	163,689.67
Total income	2,873,334.74	2,542,199.82	2,487,869.58	2,761,319.85	2,846,518.53	2,430,310.58	2,658,979.91	3,652,095.65	2,980,011.99
Other deductions									
Lease of roads									
Interest deductions	976,339.20	1,059,125.81	1,017,429.97	946,478.97	989,563.25	1,060,606.04	1,142,990.29	1,112,330.98	1,147,284.93
Miscellaneous other deductions	92,897.31	78,281.06	42,588.27	131,163.17	549,897.36	5,000.00			
Total	1,069,236.51	1,137,406.87	1,060,018.24	1,077,642.14	1,539,460.61	1,065,606.04	1,142,990.29	1,112,330.98	1,147,284.93
Net corporate income for the year	1,804,098.23	1,404,792.95	1,427,851.34	1,683,677.71	1,307,057.92	1,364,704.54	1,515,989.62	2,539,764.67	1,832,727.06
Per cent on capital stock outstanding	7.39	5.73	5.49	6.48	5.03	5.25	5.83	23.09	16.66
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	2,306,562.91	3,230,300.03	3,703,888.11	4,133,876.49	4,721,990.64	4,783,930.62	4,710,005.02	4,513,259.08	6,097,662.27
Net corporate income for the year	1,804,098.23	1,404,792.95	1,427,851.34	1,683,677.71	1,307,057.92	1,364,704.54	1,515,989.62	2,539,764.67	1,832,727.06
Miscellaneous profit and loss items—net	962.89	D 31,004.87	D 67,862.96	D 165,563.56	D 260,117.94	D 296,876.17	D 593,080.42	17,666.57	D 190,138.13
Total surplus	4,111,624.03	4,604,088.11	5,063,876.49	5,651,990.64	5,768,930.62	5,851,758.99	5,632,914.22	7,070,690.32	7,740,251.20
Dividends declared	881,324.00	900,200.00	930,000.00	930,000.00	985,000.00	1,040,000.00	1,040,000.00	973,028.05	439,996.00
Per cent on capital stock outstanding	3.61	3.67	3.58	3.58	3.79	4.00	4.00	8.85	4.00
Additions, betterments, and permanent improvements appropriations						101,753.97	79,655.14		
Sinking and special reserve funds appropriations									
Miscellaneous appropriations									
Total surplus appropriated	881,324.00	900,200.00	930,000.00	930,000.00	985,000.00	1,141,753.97	1,119,655.14	973,028.05	439,996.00
Unappropriated surplus carried over to the following year	3,230,300.03	3,703,888.11	4,133,876.49	4,721,990.64	4,783,930.62	4,710,005.02	4,513,259.08	6,097,662.27	7,300,255.20

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Hocking Valley Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	343.00	343.00	338.50	340.90	I .71	339.70	I .97	I .44	I .44
2. Owned—miles of main tracks	390.20	390.20	378.70	382.94	I 1.12	380.82	I 2.46	I 1.88	I 1.88
3. Owned—miles of all tracks	662.40	681.20	608.53	650.08	I 6.83	629.31	I 5.26	I 2.38	I 5.29
4. Operated—miles of first main track	351.50	351.50	347.00	349.40	I .69	348.20	I .95	I .43	I .43
5. Operated—miles of all main tracks	407.20	407.20	394.20	399.94	I 1.46	397.07	I 2.55	I 1.80	I 1.80
6. Operated—miles of all tracks	685.90	704.70	628.03	673.18	I 7.19	650.61	I 5.42	I 2.37	I 5.18
B—TOTAL CAPITAL OBLIGATIONS	36,540,500.00	36,224,500.00	46,361,405.88	40,375,500.00	D 12.91	43,368,452.94	D 15.74	I 8.79	I 7.85
Per mile owned—first main track	106,532.07	105,610.79	136,961.31	118,564.04	D 13.43	127,762.68	D 16.62	I 8.32	I 7.38
Per mile owned—all main tracks	93,645.57	92,835.72	122,424.26	105,612.53	D 13.73	114 018.39	D 17.87	I 6.79	I 5.86
Per mile owned—all tracks	55,163.80	53,177.48	75,699.68	62,194.29	D 17.84	68,946.98	D 19.99	I 6.26	I 2.44
Capital stock	10,999,500.00	10,999,500.00	25,386,320.00	16,999,860.00	D 33.04	21,193,090.00	D 48.10	D .00	D .00
Increase over previous year	D 400.00	....	315,680.00	D 3,000,100.00	D 1,050.36	D 1,342,210.00	I 100.00	I 100.00	I 100.00
Funded debt, including notes issued for capital obligations	25,541,000.00	25,225,000.00	20,975,085.88	23,375,600.00	I 11.44	22,175,342.94	I 15.18	I 13.08	I 11.68
Increase over previous year	3,505,000.00	D 316,000.00	511,984.86	582,472.84	I 13.77	547,228.85	I 540.50	I 803.82	I 36.55
Ratio of capital stock to total capital obligations, per cent	30.10	30.36	54.77	40.30	D 26.41	47.53	D 36.67	D 8.09	D 7.30
C—PROPERTY INVESTMENT[1]	39,359,943.44	40,184,320.88	33,492,239.89	38,150,779.56	I 13.91	35,821,509.72	I 9.88	I 4.60	I 6.79
Per mile owned—first main track	114,752.02	117,155.45	98,943.10	111,901.60	I 13.10	105,422.35	I 8.85	I 4.14	I 6.32
Per mile owned—all main tracks	100,871.20	102,983.91	88,440.62	99,614.70	I 12.63	94,027.66	I 7.28	I 2.67	I 4.82
Per mile owned—all tracks	59,420.20	58,990.49	55,043.73	58,678.92	I 6.60	56,861.33	I 4.50	I 2.16	I 1.42
Additions to property investment account	1,031,961.10	824,377.44	473,677.66	861,607.62	I 81.90	667,642.64	I 54.57	I 260.61	I 188.07
D—INCOME ACCOUNT:[2]									
Total operating revenues, including outside operations	7,303,679.41	7,817,663.86	5,777,892.52	6,854,574.97	I 18.63	6,316,233.75	I 15.63	D 6.16	I .44
Total operating expenses, including outside operations	4,579,042.16	4,983,863.12	3,847,391.45	4,462,432.60	I 15.99	4,154,912.03	I 10.21	D 3.39	I 5.15
Net operating revenue, including outside operations	2,724,637.25	2,833,800.74	1,930,501.01	2,392,142.37	I 23.91	2,161,321.72	I 26.06	D 10.47	D 6.88
Tax accruals	414,188.32	477,900.00	206,708.32	301,499.54	I 45.86	254,103.93	I 63.00	I 44.08	I 66.24
Operating income	2,310,448.93	2,355,900.74	1,723,792.75	2,090,642.83	I 21.28	1,907,217.79	I 21.14	D 16.16	D 14.51
Other income relating to operation	....	....	....	....	....	....	....	....	....

Hire of equipment—Cr.	525,255.34	549,779.84	421,712.76	485,959.45	I 15.23	453,836.11	I 15.74	I 30.18	I 36.26
Joint facilities—Cr.	29,860.91	33,122.41	24,878.64	55,908.64	I 124.72	40,393.64	D 26.08	D 54.91	D 49.98
Miscellaneous rents—Cr.	5,845.12	8,576.06	1,977.53	3.308.50	I 67.30	2,643.01	I 121.15	I 64.66	I 141.59
Total	2,871,410.30	2,947,379.05	2,172,361.68	2,635,819.42	I 21.23	2,404,090.55	I 19.44	D 11.07	D 8.72
Deductions from income relating to operation									
Hire of equipment—Dr.			2,131.32		I 100.00	1,065.66	D 100.00		
Joint facilities—Dr.	94,752.02	91,918.06	73,306.03	73,972.07	I .91	73,639.05	I 28.67	I 42.80	I 38.53
Miscellaneous rents—Dr.		143.39		51.19		25.59	D 100.00	D 100.00	I 19.34
Total	94,752.02	92,061.45	75,437.35	74,023.26	D 1.87	74,730.30	I 26.79	I 42.54	I 38.49
Net operating income	2,776,658.28	2,855,317.60	2,096,924.33	2,561,796.16	I 22.17	2,329,360.25	I 19.20	D 12.20	D 9.71
Per cent on property investment	7.05	7.11	6.26	6.71	I 7.19	6.49	I 8.63	D 16.47	D 15.76
Other income	168,371.71	176,499.54	605,324.17	371,489.46	D 38.63	488,406.81	D 65.53	D 65.61	D 63.95
Total income	2,945,029.99	3,031,817.14	2,702,248.50	2,933,285.62	I 8.55	2,817,767.06	I 4.52	D 19.36	D 16.98
Other deductions									
Lease of roads									
Interest deductions	1,114,228.73	1,114,171.79	997,787.44	1,115,488.19	I 11.80	1,056,637.82	I 5.45	I .17	I .17
Miscellaneous other deductions			178,965.43	1,000.00	D 99.44	89,982.71	D 100.00		
Total	1,114,228.73	1,114,171.79	1,176,752.87	1,116,488.19	D 5.12	1,146,620.53	D 2.82	I .17	I .17
Net corporate income for the year	1,830,801.26	1,917,645.35	1,525,495.63	1,816,797.43	I 19.10	1.671.146.53	I 9.55	D 27.91	D 24.50
Per cent on capital stock outstanding	16.64	17.43	6.02	13.49	I 124.00	9.76	I 70.49	D 27.93	D 24.51
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	7,300,255.20	8,219,933.73	3,619,323.63	5,481,022.44	I 51.44	4,550,173.04	I 60.44	I 61.75	I 82.13
Net corporate income for the year	1.830,801.26	1,917,645.35	1.525,495.63	1.816.797.43	I 19.10	1,671,146.53	I 9.55	D 27.91	D 24.50
Miscellaneous profit and loss items—net	D 141,157.73	D 101.539.93	D 104,717.29	D 240.717.18	D 129.87	D 172,717.23	I 18.27	D 899.01	D 674.76
Total surplus	8,989,898.73	10.036,039.15	5.040,101.97	1,057.102.69	I 40.02	6,048,602.34	I 48.63	I 27.14	I 41.94
Dividends declared	769,965.00	1,264,942.50	925,304.80	852,597.81	D 7.86	888,951.31	D 13.39	D 20.87	I 30.00
Per cent on capital stock outstanding	7.00	1.15	3.65	5.57	I 52.77	4.61	I 51.84	D 20.90	I 29.94
Additions, betterments, and permanent improvements appropriations				36,281.82	I	18,140.91	D 100.00		
Sinking and special reserve funds appropriations									
Miscellaneous appropriations		1,241.45							
Total surplus appropriated	769,965.00	1,266,183.95	925,304.80	888.879.63	D 3.94	907,092.22	D 15.12	D 20.87	I 30.13
Unappropriated surplus carried over to the following year	8,219,933.73	8,769,855.20	4,114,797.17	6,168,223.06	I 49.90	5,141,510.12	I 59.87	I 34.80	I 43.82

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Hocking Valley Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 36.]

Item.	Year ended June 30.—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$4,751,591.88	$4,395,038.45	$4,729,438.90	$5,041,609.53	$5,394,616.91	$4,779,685.21	$4,831,809.48	$6,430,798.34	$5,833,954.21
Passenger revenue	773,662.72	818,381.57	750,937.99	784,233.66	794,571.50	837,326.47	829,910.60	869,101.75	68,191.73
Mail revenue	40,652.87	42,657.45	42,677.76	42,691.20	42,458.16	41,036.88	41,397.26	41,345.52	40,738.77
Express revenue	41,885.54	49,558.42	54,412.15	48,737.25	49,882.47	58,768.11	60,543.28	73,715.28	90,824.20
Other transportation revenue	12,637.67	13,246.27	13,118.52	12,593.88	12,638.38	100,580.37	91,103.97	121,540.67	120,214.27
Revenue from operations other than transportation	1,667.08	14,645.34	52,517.34	29,963.05	36,788.72	24,366.17	23,649.66	246,531.12	218,808.25
Outside operations, revenues						149,815.80	143,438.07		
Total operating revenue	5,622,047.76	5,333,527.50	5,643,102.66	5,959,828.57	6,330,956.14	5,991,579.01	6,021,852.32	7,783,032.68	7,172,731.43
Per mile operated—first main track	16,201.87	15,370.40	16,262.54	17,175.30	18,244.83	17,266.80	17,354.04	22,237.24	20,406.06
Per mile operated—all main tracks	14,251.07	14,072.63	14,322.60	15,126,47	16,068.42	15,149.38	15,225.92	19,457.58	17,864.84
Per mile operated—all tracks	9,208.92	8,901.38	8,971.55	9,341.42	9,830.68	8,996.36	9,021.50	11,616.47	10,602.71
B—EXPENSES:									
Maintenance of way and structures	606,363.61	590,360.20	651,206.06	688,461.06	806,624.74	749,889.08	674,229.13	779,464.76	839,640.32
Per mile operated—first main track	1,747.45	1,701.32	1,876.67	1,984.04	2,324.57	2,161.06	1,991.81	2,227.04	2,388.73
Per mile operated—all main tracks	1,537.04	1,496.48	1,652.81	1,747.36	2,047.27	1,896.05	1,704.75	1,948.66	2,091.26
Per mile operated—all tracks	993.22	954.23	1,035.30	1,079.09	1,252.52	1,125.96	1,010.08	1,163.38	1,241.15
Ratio to total operating revenue.....per cent	10.79	11.07	11.54	11.55	12.74	12.51	11.20	10.01	11.71
Ratio to total operating expenses........do	16.97	16.52	10.22	17.65	18.30	17.14	16.78	16.45	18.25
Maintenance of equipment	1,120,778.46	1,171,768.65	1,293,405.33	1,325,448.77	1,491,994.87	1,471,388.13	1,216,160.14	1,392,223.40	1,124,607.89
Ratio to total operating revenue.....per cent	19.94	21.97	22.92	22.24	23.57	24.56	20.19	17.89	15.68
Ratio to total operating expenses........do	31.37	32.80	34.20	33.98	33.85	33.63	30.27	29.37	24.45
Traffic expenses						85,424.38	90,309.96	89,296.26	106,154.23
Ratio to total operating revenue.....per cent						1.43	1.50	1.15	1.48
Ratio to total operating expenses........do						1.95	2.25	1.88	2.31
Transportation expenses	1,728,362.37	1,691,704.31	1,722,415.21	1,759,948.53	1,980,218.40	1,795,363.07	1,796,841.44	2,236,704.43	2,320,411.41
Ratio to total operating revenue.....per cent	30.74	31.72	30.52	29.53	31.28	29.96	29.84	28.74	32.35
Ratio to total operating expenses........do	48.37	47.35	45.54	45.11	44.93	41.04	44.72	47.19	50.44
General expenses	117,709.06	119,054.42	115,059.26	127,173.01	128,900.94	140,205.05	148,543.38	242,140.20	209,233.04
Ratio to total operating revenue.....per cent	2.09	2.23	2.04	2.14	2.03	2.34	2.47	3.11	2.92
Ratio to total operating expenses........do	3.29	3.33	3.04	3.26	2.92	3.20	3.70	5.11	4.55
Outside operations, expenses						132,790.94	92,100.21		

Total operating expenses	$3,578,213.50	3,572,887.58	3,782,085.86	3,901,031.37	4,407,738.95	4,375,060.65	4,018,184.26	4,739,829.05	4,600,046.89
Ratio to total operating revenue.....per cent..	63.56	66.99	67.02	65.46	69.62	73.02	66.73	60.90	64.14
Ratio to total operating expenses........do....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES:									
Per mile owned—first main track	535.19	608.07	612.89	619.06	678.09	663.71	696.42	841.78	1,007.10
Per mile owned—all main tracks	478.00	543.09	548.12	553.64	606.43	593.57	622.82	750.57	898.40
Per mile owned—all tracks	306.53	343.52	340.38	338.81	367.55	349.40	365.77	444.31	528.59
Ratio to total operating revenue.......per cent..	3.22	3.86	3.68	3.52	3.63	3.75	3.91	3.69	4.82
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	225,237.27	288,589.74	345,570.39	301,476.80	305,411.88	278,885.60	290,375.00	393,852.22	347,709.45
Cost per 100 pounds tractive power	6.92	8.18	9.98	8.26	8.11	6.57	6.86	9.89	7.05
Average cost per locomotive	1,706.34	2,076.19	2,578.88	2,168.90	2,150.79	1,765.10	1,849.52	2,679.27	2,214.71
Passenger-train cars	43,190.27	35,663.39	42,266.62	42,304.65	48,606.89	63,809.94	63,778.47	65,072.44	49,709.27
Average cost per passenger car	608.31	516.86	612.57	509.60	522.65	686.13	693.24	723.03	507.24
Freight-train cars	759,864.20	770,506.75	815,414.82	894,131.81	1,043,628.74	1,065,009.75	807,265.68	859,930.70	653,763.48
Average cost per freight car	53.13	54.41	57.21	63.61	70.77	68.07	55.52	58.57	44.35
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives						219,933.94	252,477.19	290,938.14	274,227.98
Cost per 100 pounds tractive power						5.18	5.97	7.30	5.56
Average cost per locomotive						1,391.99	1,608.13	1,979.17	1,746.68
Passenger-train cars						49,437.31	45,716.24	48,985.77	43,336.40
Average cost per passenger car						531.58	496.92	544.29	442.21
Freight-train cars						660,347.05	445,730.73	535,284.38	516,438.91
Average cost per freight car						42.21	30.66	36.46	35.03
F—STATISTICS:									
Number of passengers carried 1 mile	37,431,041	38,798,631	38,616,003	44,517,957	45,389,677	51,374,612	50,730,738	49,324,505	52,589,997
Average rate per passenger per mile	$0.0206	$0.02109	$0.01945	$0.01762	$0.01750	$0.01630	$0.01636	$0.01762	$0.01651
Number of tons of revenue freight carried 1 mile.	1,053,094,815	885,937.215	998,577,025	997,759,707	1,088,058,280	929,267,019	996,925,226	1,405,193.759	1,323,368,501
Average rate per ton per mile	$0.00451	$0.00496	$0.00474	$0.00505	$0.00496	$0.00514	$0.00485	$0.00458	$0.00441
Average revenue tons per car per mile	29.45	28.02	29.36	28.05	29.39	31.01	32.19	34.15	35.03
Average revenue tons per train per mile	611.49	544.76	571.74	598.85	621.91	594.45	588.30	648.75	735.45

SHRIVER EXHIBIT No. 1—Continued.

The Hocking Valley Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10 year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$5,958,009.31	$6,365,734.99	$4,862,459.13	$5,566,851.31	I 14.49	$5,214,655.22	I 14.26	D 7.35	D 1.01
Passenger revenue	874,596.31	929,990.92	784,357.49	855,825.37	I 9.11	820,091.43	I 6.65	I .63	I 7.01
Mail revenue	44,642.01	44,527.85	42,227.49	41,832.09	D .94	42,029.79	I 6.22	I 7.97	I 7.70
Express revenue	96,190.37	90,872.49	48,885.17	76,008.25	I 55.48	62,446.71	I 54.04	I 30.49	I 23.27
Other transportation revenue	140.158.14	184,842.46	12,846.94	114,719.48	I 792.97	63.783.21	I 119.74	I 15.32	I 52.08
Revenue from operations other than transportation	190,083.27	201,675.15	27,116.31	140,687.69	I 418.83	83,902.00	I 126.55	D 22.90	D 18.19
Outside operations, revenues	....	....	....	58,650.77	....	29,325.39	D 100.00	....	....
Total operating revenue	7,303,679.41	7,817,643.86	5,777,892.53	6,854,574.97	I 18.63	6,316,233.75	I 15.63	D 6.16	I .44
Per mile operated—first main track	20,778.60	22,240.81	16,650.99	19,608.55	I 17.76	18,129.77	I 14.61	D 6.56	I .02
Per mile operated—all main tracks	17,936.34	19,107.64	14,768.24	17,126.81	I 15.97	15,947.52	I 12.47	D 7.82	D 1.80
Per mile operated—all tracks	10,648.32	11,093.58	9,250.79	10,177.07	I 10.01	9,713.93	I 9.62	D 8.33	D 4.50
B—EXPENSES:									
Maintenance of way and structures	853,403.37	781,109.46	668,603.13	779,325.33	I 16.56	723,964.23	I 17.88	I 9.49	I .21
Per mile operated—first main track	2,427.89	2,222.22	1,926.81	2,239.31	I 16.22	2,083.06	I 16.55	I 9.02	D .22
Per mile operated—all main tracks	2,095.78	1,918.23	1,696.19	1,947.30	I 14.80	1,821.75	I 15.04	I 7.55	D 1.56
Per mile operated—all tracks	1,244.21	1,108.43	1,062.87	1,156.96	I 8.85	1,109.91	I 12.10	I 6.95	D 4.72
Ratio to total operating revenue.....per cent..	11.69	9.99	11.54	11.42	D .99	11.48	I 1.83	I 16.78	D .20
Ratio to total operating expenses........do....	18.64	15.67	17.33	17.45	I .69	17.39	I 7.19	I 13.31	D 4.74
Maintenance of equipment	1,192,191.16	1,595,265.80	1,280,679.22	1,279,314.14	D .11	1,279,996.68	D 6.86	D 14.37	I 14.58
Ratio to total operating revenue.....per cent..	16.32	20.40	22.13	18.93	D 14.46	20.53	D 20.51	D 8.78	I 14.03
Ratio to total operating expenses........do....	26.04	32.01	33.24	28.75	D 13.50	31.00	D 16.00	D 11.34	I 8.99
Traffic expenses	99,620.82	106,383.73	....	94,161.13	....	47,080.57	I 211.60	I 11.56	I 19.14
Ratio to total operating revenue.....per cent..	1.36	1.36	....	1.38	....	0.69	I 197.10	I 18.26	I 18.26
Ratio to total operating expenses........do....	2.17	2.14	....	2.11	....	1.05	I 206.67	I 15.43	I 13.83
Transportation expenses	2,245,656.93	2,332,475.08	1,776,529.76	2,078,995.40	I 17.03	1,927,762.61	I 16.49	I .40	I 4.28
Ratio to total operating revenue.....per cent..	30.75	29.84	30.76	30.33	D 1.40	30.54	I .69	I 6.99	I 3.83
Ratio to total operating expenses........do....	49.04	46.80	46.26	46.49	I .49	46.37	I 7.91	I 3.92	D .83
General expenses	188,169.88	168,609.05	121,579.34	185,658.31	I 32.71	153,618.82	I 22.49	D 22.29	D 30.37
Ratio to total operating revenue.....per cent..	2.58	2.16	2.11	2.68	I 27.45	2.40	I 7.50	D 17.04	D 30.55
Ratio to total operating expenses........do....	4.11	3.38	3.17	4.13	I 30.49	3.65	I 12.60	D 19.57	D 33.86
Outside operations, expenses	....	....	....	44,978.23	....	22,489.12	D 100.00	....	....
Total operating expenses	4,579,042.16	4,983,843.12	3,847,391.45	4,462,432.60	I 15.99	4,154,912.03	I 10.21	D 3.39	I 5.15
Ratio to total operating revenue.....per cent..	62.70	63.75	66.53	65.49	D 1.55	66.01	D 5.01	I 2.96	I 4.68
Ratio to total operating expenses........do....	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—Taxes:									
Per mile owned—first main track	1,207.55	1,393.29	610.66	883.31	I 44.65	746.99	I 61.66	I 43.45	I 65.52
Per mile owned—all main tracks	1,061.48	1,224.76	545.86	785.37	I 43.88	665.61	I 59.47	I 41.42	I 63.18
Per mile owned—all tracks	625.28	701.56	339.36	462.67	I 36.34	401.01	I 55.93	I 40.73	I 57.90
Ratio to total operating revenue	5.67	6.11	3.58	4.37	I 21.94	3.98	I 42.46	I 53.66	I 65.58
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	352,297.15	375,593.99	293,257.22	332,623.88	I 13.49	312,940.55	I 12.58	D 10.55	D 4.64
Cost per 100 pounds tractive power	7.52	7.59	8.29	7.58	D 8.59	7.93	D 5.17	D 23.96	D 23.26
Average cost per locomotive	2,412.99	2,520.77	2,136.22	2,184.32	I 2.25	2,160.27	I 11.70	D 9.94	D 5.92
Passenger-train cars	60,561.63	54,143.56	42,406.36	60,586.35	I 42.87	51,496.36	I 17.60	D 6.93	D 16.79
Average cost per passenger car	738.56	615.27	554.02	669.64	I 20.87	611.83	I 20.71	D 2.15	D 14.90
Freight-train cars	703,632.44	1,086,752.08	856,709.26	817,920.41	D 4.53	837,314.84	D 15.97	D 18.18	I 26.38
Average cost per freight car	49.48	87.23	59.83	55.20	D 7.74	37.51	D 13.96	D 15.52	I 48.93
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	276,623.72	333,634.41		262,840.19				D 4.92	I 14.68
Cost per 100 pounds tractive power	5.90	6.92		5.98				D 19.18	D 5.21
Average cost per locomotive	1,894.68	2,239.16		1,724.11				D 4.27	I 13.14
Passenger-train cars	45,164.59	46,319.01		46,528.06				D 7.80	D 5.44
Average cost per passenger car	550.79	526.35		513.16				I 1.19	D 3.30
Freight-train cars	510,186.39	750,939.38		533,597.49				D 4.69	I 40.29
Average cost per freight car	35.88	60.27		36.05				D 1.59	I 65.30
F—Statistics:									
Number of passengers carried 1 mile	52,053,717	52,628,498	40,950,662	51,214,714	I 25.06	46,082,688	I 12.96	I 5.53	I 6.70
Average rate per passenger per mile	$0.01680	$0.01721	$0.01927	$0.01672	D 13.23	$0.01799	D 6.61	D 4.65	D 2.33
Number of tons of revenue freight carried 1 mile	1,377,072,118	1,453,682,875	1,004,685,408	1,206,365,325	I 20.07	1,105,525,367	I 24.56	D 2.00	I 3.45
Average rate per ton per mile	$0.00433	$0.00438	$0.00484	$0.00466	D 3.76	$0.00475	D 8.84	D 5.46	D .44
Average revenue tons per car per mile	35.27	36.28	28.85	33.53	I 16.21	31.19	I 13.08	I 3.28	I 6.24
Average revenue tons per train per mile	851.83	987.81	589.75	683.76	I 15.94	636.75	I 33.78	I 31.30	I 52.26

Shriver Exhibit No. 1—Continued.

The Kanawha & Michigan Ry. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 37.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Mileage:									
1. Owned—miles of first main track	158.34	158.34	158.34	158.34	158.34	158.34	158.02	156.90	156.15
2. Owned—miles of all main tracks									
3. Owned—miles of all tracks	219.69	222.36	236.07	237.48	242.75	244.00	248.87	245.50	253.05
4. Operated—miles of first main track	177.04	177.04	177.04	177.04	177.04	177.04	176.72	175.60	175.60
5. Operated—miles of all main tracks									
6. Operated—miles of all tracks	238.39	241.06	254.77	256.18	261.45	262.70	267.57	268.20	276.50
B—Total capital obligations	14,029,492.86	13,908,574.16	13,787,730.00	13,743,645.98	14,310,650.00	15,685,900.00	16,183,900.00	15,809,566.67	14,588,900.00
Per mile owned—first main track	88,603.59	87,839.93	87,076.73	86,798.32	90,379.25	99,064.67	102,416.78	100,762.06	93,428.75
Per mile owned—all main tracks									
Per mile owned—all tracks	63,860.41	62,549.80	58,405.26	57,872.86	58,952.21	64,286.48	65,029.53	64,397.42	57,652.24
Capital stock	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	9,000,000.00
Increase over previous year									D1,000,000.00
Funded debt, including notes issued for capital obligations	4,029,492.86	3,908,574.16	3,787,730.00	3,743,645.98	4,310,650.00	5,865,900.00	6,183,900.00	5,809,566.67	5,588,900.00
Increase over previous year	D 57,415.80	D 120,918.70	D 120,844.16	D 44,084.02	567,004.02	1,375,250.00	498,000.00	D 374,333.33	D 220,666.67
Ratio of capital stock to total capital obligations, per cent	71.28	71.90	72.53	72.76	69.88	63.75	61.79	63.25	61.69
C—Property investment[1]	12,044,456.91	12,077,046.75	12,046,949.40	11,783,460.99	12,400,400.00	13,331,467.02	13,678,311.41	14,055,435.57	14,593,062.26
Per mile owned—first main track	76,067.07	76,272.87	76,082.79	64,418.73	78,315.02	84,195.19	89,706.20	89,582.13	93,455.41
Per mile owned—all main tracks									
Per mile owned—all tracks	54,824.78	54,314.04	51,031.26	49,518.75	51,083.01	54,637.15	54,961.67	57,252.28	57,668.69
Additions to property investment account									
D—Income account:[2]									
Total operating revenue, including outside operations	1,198,265.55	1,519,852.09	1,670,191.02	2,025,411.87	2,122,469.15	2,026,845.46	2,129,461.21	2,770,955.76	3,111,611.40
Total operating expenses, including outside operations	1,024,347.97	1,310,343.75	1,411,037.48	1,516,968.12	1,723,838.00	1,889,341.03	1,733,386.12	1,934,704.45	1,898,546.21
Net operating revenue, including outside operations	173,917.58	209,508.34	259,153.54	508,443.75	398,631.15	137,504.43	396,075.09	836,251.31	1,213,065.19
Tax accruals	43,267.89	58,002.29	63,016.18	59,041.30	78,164.56	79,429.31	80,092.95	86,668.96	94,035.97

Operating income	130,649.69	151,506.05	196,137.36	449,402.45	320,466.59	58,075.12	315,982.14	749,582.35	1,119,029.22
Other income relating to operation									
Hire of equipment—Cr	84,955.04	128,390.56	84,400.15	113,499.35	231,419.55	321,156.88	80,268.17	163,316.52	182,596.36
Joint facilities—Cr	8,749.99	16,224.00	15,606.19	17,398.33	15,787.46	417,892.72	18,356.42	21,314.05	21,207.72
Miscellaneous rents—Cr						1,104.00	1,225.75	1,447.25	1,642.45
Total	224,354.72	296,120.61	296,143.70	580,300.13	567,673.60	398,228.72	415,832.48	935,660.17	1,324,472.75
Deductions from income relating to operation									
Hire of equipment—Dr									
Joint facilities—Dr	85,535.47	40,903.30	45,954.87	37,371.36	45,178.38	10,479.38	11,560.86	10,989.79	11,311.21
Miscellaneous rents—Dr						1,313.41	2,628.00	2,178.11	2,294.07
Total	85,535.47	40,903.30	45,954.87	37,371.36	45,178.38	11,792.79	14,188.86	13,167.90	13,605.28
Net operating income	138,819.25	255,217.31	250,188.83	542,928.77	522,495.22	386,435.93	401,643.62	922,492.27	1,310,867.47
Per cent on property investment									
Other income	312.30	1,182.35	2,158.13	981.01	307.59			315.04	3,796.77
Total income	139,131.55	256,399.66	252,346.96	543,909.78	522,802.81	386,435.93	401,643.62	922,807.31	1,314,664.24
Other deductions									
Lease of roads									
Interest deductions	198,484.71	246,791.31	239,173.97	237,735.36	255,726.80	258,044.55	267,127.72	292,433.34	261,303.15
Miscellaneous other deductions		1,250.00							
Total	198,484.71	248,041.31	239,173.97	237,735.36	255,726.80	258,044.55	267,127.72	292,433.34	261,303.15
Net corporate income for the year	D 59,353.16	8,358.35	13,172.99	306,174.42	267,076.01	128,391.38	134,515.90	630,373.97	1,053,361.09
Per cent on capital stock outstanding		0.08	0.13	3.06	2.67	1.28	1.35	6.30	11.70
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	81,508.78	9,960.59	18,685.44	31,848.21	D 2,105.25	D 119,897.76	428,274.11	402,122.02	899,159.94
Net corporate income for the year	D 59,353.16	8,358.35	13,172.99	306,174.42	267,076.01	128,391.38	134,515.90	630,373.97	1,053,361.09
Miscellaneous profit and loss items—net	D 12,195.03	366.50	D 10.22			536,673.80	D 42,200.00	8,355.96	D 516.30
Total surplus	9,960.59	18,685.44	31,848.21	338,022.63	264,970.76	545,167.42	520,590.01	1,040,851.95	1,952,004.73
Dividends declared									360,000.00
Per cent on capital stock outstanding									4.00
Additions, betterments, and permanent improvements appropriations				340,127.88	384,868.52	116,893.31	118,467.99	141,692.01	691,622.98
Sinking and special reserve funds appropriations									
Total surplus appropriated				340,127.88	384,868.52	116,893.31	118,467.99	141,692.01	1,051,622.98
Unappropriated surplus carried over to the following year	9,960.59	18,685.44	31,848.21	D 2,105.25	D 119,897.76	428,274.11	402,122.02	899,159.94	900,381.75

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Kanawha & Michigan Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10 year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	157.15	157.15	158.34	157.31	D 0.65	157.83	D 0.43	0.16	0.16
2. Owned—miles of all main tracks									
3. Owned—miles of all tracks	258.85	269.55	231.67	250.05	7.93	240.86	7.47	5.44	9.80
4. Operated—miles of first main track									
5. Operated—miles of all main tracks	176.60	176.60	177.04	176.31	D 0.41	176.68	D 0.05	0.06	0.06
6. Operated—miles of all tracks	288.00	299.80	250.37	272.59	8.87	261.48	10.14	7.38	11.78
B—TOTAL CAPITAL OBLIGATIONS	14,343,150.00	15,378,000.00	13,956,018.60	15,322,283.33	9.79	14,639,150.97	D 2.02	D 9.28	D 2.73
Per mile owned—first main track	91,270.44	97,855.55	88,139.56	97,401.84	10.52	92,752.65	D 1.60	D 9.42	D 2.88
Per mile owned—all main tracks									
Per mile owned—all tracks	55,411.05	57,050.64	60,240.94	61,276.88	0.72	60,778.67	D 8.83	D 13.95	D 11.41
Capital stock	9,000,000.00	9,000,000.00	10,000,000.00	9,600,000.00	D 4.00	9,800,000.00	D 8.16	D 10.00	D 10.00
Increase over previous year									
Funded debt, including notes issued for capital obligations	5,343,150.00	6,378,000.00	3,956,018.60	5,722,283.33	44.65	4,839,150.97	10.42	D 8.03	9.78
Increase over previous year	D 245,750.00	1,034,850.00	44,748.27	206,490.00	361.45	125,619.14			
Ratio of capital stock to total capital obligations, per cent	62.75	58.53	71.67	62.68	D 12.59	67.16	D 6.57	D 0.79	D 7.46
C—PROPERTY INVESTMENT[1]	14,901,408.19	16,346,335.05	12,070,462.81	14,111,936.89	16.91	13,091,199.85	13.82	6.02	16.30
Per mile owned—first main track	94,822.83	104,017.40	76,231.29	89,707.82	17.68	82,944.94	14.32	5.85	16.11
Per mile owned—all main tracks									
Per mile owned—all tracks	57,567.73	60,643.05	52,101.97	56,436.46	8.32	54,351.91	5.92	0.55	5.99
Additions to property investment account									
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	3,146,245.00	3,303,917.75	1,707,237.94	2,637,023.77	54.46	2,172,130.85	44.85	13.54	19.23
Total operating expenses, including outside operations	2,014,645.82	2,186,167.82	1,397,307.06	1,894,124.73	35.56	1,645,715.90	22.42	4.13	13.00
Net operating revenue, including outside operations	1,131,599.18	1,117,749.83	309,930.87	742,899.04	139.70	526,414.96	114.96	35.32	33.66
Tax accruals	104,538.40	106,261.88	60,298.44	88,953.12	47.52	74,625.78	40.08	20.62	22.61
Operating income	1,027,060.78	1,011,487.95	249,632.43	653,945.92	161.96	451,789.18	127.33	37.02	34.94

Other income relating to operation									
Hire of equipment—Cr.	138,555.80	280,357.00	128,532.93	177,178.15	37.85	152,855.54	D 9.36	D 15.16	71.66
Joint facilities—Cr.	27,069.07	20,307.50	14,753.19	21,168.00	43.48	17,960.60	50.71	27.00	D 4.72
Miscellaneous rents—Cr.	587.35	2,448.45		1,201.36		600.68		D 59.42	69.18
Total	1,193,273.00	1,314,600.90	392,918.55	853,493.42	117.22	623,205.99	91.47	27.53	40.50
Deductions from income relating to operation									
Hire of equipment—Dr.									
Joint facilities—Dr.	16,997.85	8,824.37	50,988.68	12,267.82	D 75.94	31,628.25	D 46.26	54.67	D 19.70
Miscellaneous rents—Dr.	4,430.30	2,801.65		2,568.78		1,284.39		103.40	28.63
Total	21,428.15	11,626.02	50,988.68	14,836.60	D 70.90	32,912.64	D 34.89	62.73	D 11.71
Net operating income	1,171,844.85	1,302,974.88	341,929.88	838,656.83	145.27	590,293.35	98.52	27.03	41.24
Per cent on property investment									
Other income	290.26	5,102.97	988.28	880.41	D 10.91	934.35	D 68.93	D 7.87	1,519.78
Total income	1,172,135.11	1,308,077.85	342,918.15	839,537.22	144.82	591,227.70	98.25	27.01	41.75
Other deductions									
Lease of roads									
Interest deductions	253,899.28	297,478.56	235,582.43	266,561.61	13.15	251,072.02	1.13	D 13.18	1.73
Miscellaneous other deductions		5,203.51	250.00			125.00			
Total	253,899.28	302,682.07	235,832.43	266,561.61	13.03	251,197.02	1.08	D 13.18	1.73
Net corporate income for the year	918,235.83	1,005,395.78	107,085.72	572,975.63	435.06	340,030.68	170.04	45.67	59.49
Per cent on capital stock outstanding	10.20	11.17	1.07	5.97	457.94	3.47	193.95	61.90	77.30
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	900,381.75	1,368,049.70	27,979.55	502,008.01	1,694.20	264,993.78	239.77	123.91	240.21
Net corporate income for the year	918,235.83	1,005,395.78	107,085.72	572,975.63	435.06	340,030.68	170.04	45.67	59.49
Miscellaneous profit and loss items—net	D 567.88	D 10,927.60	D 2,367.75	100,349.12		48,990.68			
Total surplus	1,818,049.70	2,362,517.88	132,697.53	1,175,332.76	785.72	654,015.14	177.98	74.67	126.98
Dividends declared	450,000.00	540,000.00		162,000.00		81,000.00	455.56		
Per cent on capital stock outstanding	5.00	6.00		1.80		0.90	455.56		
Additions, betterments, and permanent improvements appropriations			144,999.28	213,735.26	47.40	179,367.27			
Sinking and special reserve funds appropriations									
Total surplus appropriated	450,000.00	540,000.00	144,999.28	375,735.26	159.13	260,367.27	72.83	217.59	281.11
Unappropriated surplus carried over to the following year	1,368,049.70	1,822,517.88	D 12,301.75	799,597.50		393,647.88	247.53	52.15	102.69

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Kanawha & Michigan Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 38.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$939,164.00	$1,224,987.10	$1,362,007.74	$1,694,273.98	$1,773,812.29	$1,647,336.61	$1,762,341.08	$2,394,147.89	$2,688,646.75
Passenger revenue	230,197.98	269,053.34	281,496.86	294,984.12	312,973.90	321,363.97	313,361.81	319,463.30	354,171.77
Mail revenue	14,806.39	14,898.28	14,894.88	16,195.47	16,094.30	15,540.15	15,588.23	13,955.44	13,952.45
Express revenue	7,554.92	10,273.63	11,038.26	11,525.46	13,141.05	15,758.33	16,228.08	19,862.46	25,116.54
Other transportation revenue	6,543.26	639.74	753.28	8,432.84	6,447.61	11,322.64	12,236.76	14,061.50	19,299.99
Revenue from operations other than transportation						11,616.52	7,881.18	8,166.11	9,864.04
						3,907.24	1,824.07	1,299.06	559.86
Total operating revenue	1,198,265.55	1,519,852.09	1,670,191.02	2,025,411.87	2,122,469.15	2,026,845.46	2,129,461.21	2,770,955.76	3,111,611.40
Per mile operated—first main track Per mile operated—all main tracks	6,768.33	8,584.79	9,433.98	11,440.42	11,988.64	11,448.52	12,049.92	15,779.93	17,719.88
Per mile operated—all tracks	5,026.49	6,304.87	6,555.68	7,906.21	8,118.07	7,715.44	7,958.52	10,331.68	11,253.56
B—EXPENSES:									
Maintenance of way and structures	275,287.66	317,431.14	351,564.22	343,278.06	426,441.35	437,167.42	449,449.04	517,445.95	368,250.65
Per mile operated—first main track Per mile operated—all main tracks	1,554.95	1,792.99	1,985.79	1,938.99	2,408.73	2,469.31	2,543.28	2,946.73	2,097.10
Per mile operated—all tracks	1,154.78	1,316.81	1,379.93	1,339.99	1,631.06	1,664.13	1,679.74	1,929.33	1,331.83
Ratio to total operating revenue	22.97	21.89	21.05	16.95	20.09	21.57	21.11	18.67	11.83
Ratio to total operating expenses	26.88	24.23	24.92	22.63	24.74	23.14	25.93	26.75	19.40
Maintenance of equipment	265,202.52	394,503.03	452,386.42	532,222.79	551,150.78	699,568.65	559,333.37	646,813.33	552,193.14
Ratio to total operating revenue	22.13	25.96	27.09	26.28	25.97	34.52	26.27	23.34	17.75
Ratio to total operating expenses	25.89	30.11	32.06	35.08	31.97	37.03	32.27	33.43	29.09
Traffic expenses	....	....	....	....	....	25,804.06	29,004.38	24,642.26	27,501.73
Ratio to total operating revenue	....	....	....	....	....	1.27	1.36	0.89	0.88
Ratio to total operating expenses	....	....	....	....	....	1.37	1.67	1.27	1.45
Transportation expenses	460,038.48	570,185.29	577,987.62	611,460.11	712,539.80	689,125.49	660,058.43	690,839.13	867,169.15
Ratio to total operating revenue	38.39	37.52	34.61	30.19	33.57	34.00	31.00	24.92	27.87
Ratio to total operating expenses	44.91	43.51	40.96	40.31	41.33	36.47	38.08	35.71	45.68
General expenses	23,819.31	28,224.29	29,099.22	30,007.16	33,706.07	33,002.10	33,877.24	53,542.27	82,785.22
Ratio to total operating revenue	2.00	1.86	1.74	1.48	1.59	1.63	1.59	1.93	2.66
Ratio to total operating expenses	2.32	2.15	2.06	1.98	1.96	1.75	1.95	2.77	4.36
						4,673.31	1,663.66	1,421.51	646.32
Total operating expenses	1,024,347.97	1,310,343.75	1,411,087.48	1,516,968.12	1,723,838.00	1,889,341.03	1,733,386.12	1,934,704.45	1,808,546.21
Ratio to total operating revenue	85.49	87.23	84.49	74.90	81.22	93.22	81.40	69.82	61.02
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—Taxes:									
Per mile owned—first main track	273.25	366.31	397.98	372.88	493.65	501.64	506.85	552.38	589.41
Per mile owned—all main tracks									
Per mile owned—all tracks	196.95	260.85	266.94	248.62	322.00	325.53	321.83	353.03	371.61
Ratio to total operating revenue	3.61	3.82	3.77	2.92	3.68	3.92	3.76	3.13	3.02
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives						132,473.62	142,180.49	124,096.20	118,897.90
Cost per 100 pounds tractive power						9.03	10.54	9.20	6.34
Average cost per locomotive						2,284.03	2,734.24	2,386.47	1,857.78
Passenger-train cars						15,451.10	13,277.71	12,571.28	13,947.78
Average cost per passenger car						671.79	577.29	546.58	498.14
Freight-train cars						427,510.24	372,337.09	480,067.86	383,946.81
Average cost per freight car						88.70	74.63	96.96	78.73
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives						102,728.80	110,380.17	106,150.24	106,392.21
Cost per 100 pounds tractive power						7.01	8.18	7.87	5.68
Average cost per locomotive						1,771.18	2,122.70	2,041.35	1,662.38
Passenger-train cars						11,870.90	9,697.51	9,289.42	12,008.62
Average cost per passenger car						516.13	421.63	403.89	428.88
Freight-train cars						287,052.13	283,784.56	389,422.01	328,988.06
Average cost per freight car						59.55	56.88	78.66	67.46
F—Statistics:									
Number of passengers carried 1 mile	10,685.692	12,871,734	13,367,680	14,708,002	16,072,533	19,205,375	16,682,443	17,166,309	19,114,684
Average rate per passenger per mile ... cents	2.11	2.06	2.07	2.01	1.92	1.67	1.88	1.86	1.85
Number of tons of revenue freight carried 1 mile	196,001,952	250,663,019	282,386,999	349,378,247	365,855,628	340,745,932	349,910,620	461,142,238	671,442,265
Average rate per ton per mile ... mills	4.77	4.86	4.80	4.83	4.83	4.83	5.04	5.19	4.00
Average revenue tons per car per mile	24.67	25.70	24.95	26.04	26.58	27.44	25.67	30.56	37.69
Average revenue tons per train per mile	444.97	436.75	452.27	495.83	473.46	459.05	432.62	551.94	702.95

Shriver Exhibit No. 1—Continued.

The Kanawha & Michigan Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—Revenues:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$2,732,887.88	$2,858,750.58	$1,398,849.02	$2,245,072.04	60.49	$1,821,960.53	50.00	14.15	19.41
Passenger revenue	346,359.82	372,310.54	277,741.24	330,944.13	19.16	304,342.69	13.81	8.42	16.54
Mail revenue	13,907.44	13,821.11	15,377.66	14,588.74	D 5.13	14,983.20	D 7.18	D .34	D .96
Express revenue	21,066.45	24,163.86	10,706.66	19,606.37	83.12	15,156.52	38.99	6.06	21.66
Other transportation revenue	20,624.73	25,333.77	4,563.35	15,509.12	449.94	14,829.62	109.25	46.68	80.16
Revenue from operations other than transportation	10,406.00	8,848.75		9,586.77		...	...	27.43	8.36
	992.68	689.14		1,716.59		858.29	15.66	D 23.58	D 46.95
Total operating revenue	3,146,245.00	3,303,917.75	1,707,237.93	2,637,023.76	54.46	2,172,130.85	44.85	13.54	19.23
Per mile operated—first main track	17,815.66	18,708.48	9,643.23	14,956.75	55.10	12,294.15	44.91	12.90	18.56
Per mile operated—all main tracks									
Per mile operated—all tracks	10,924.46	11,020.41	6,818.85	9,673.95	41.87	8,307.06	31.51	5.74	6.68
B—Expenses:									
Maintenance of way and structure	405,946.89	478,268.67	342,800.49	435,651.99	27.09	389,226.24	4.30	D 21.55	D 7.57
Per mile operated—first main track	2,298.68	2,708.20	1,936.29	2,470.94	27.61	2,203.00	4.34	D 21.99	D 8.09
Per mile operated—all main tracks									
Per mile operated—all tracks	1,409.54	1,595.29	1,369.18	1,598.20	16.73	1,488.55	D 5.31	D 26.94	D 17.31
Ratio to total operating revenue	12.90	14.48	20.08	16.52	D 17.73	17.92	D 28.01	D 25.55	D 22.44
Ratio to total operating expenses	20.15	21.88	24.53	23.00	D 6.24	23.65	D 10.78	D 24.67	D 18.21
Maintenance of equipmnet	570,345.59	641,444.55	439,093.11	605,650.82	37.93	522,371.96	9.18	D 11.82	D 0.83
Ratio to total operating revenue	18.13	19.41	25.72	22.97	D 10.69	24.05	D 24.62	D 22.32	D 16.84
Ratio to total operating expenses	28.31	29.34	31.43	31.98	1.75	31.74	D 10.81	D 15.32	D 12.23
Traffic expenses	27,675.55	28,822.84	...	26,925.59	...	13,462.80	98.14	12.31	16.97
Ratio to total operating revenue	0.88	0.87	...	1.02	...	0.62	41.94	D 1.12	D 2.25
Ratio to total operating expenses	1.37	1.32	...	1.42	...	0.82	67.07	7.82	3.94
Transportation expenses	928,427.09	958,671.15	586,442.26	767,123.86	30.81	676,783.06	37.18	34.39	38.77
Ratio to total operating revenue	29.51	29.02	34.35	29.09	D 15.31	31.16	D 5.30	18.37	16.41
Ratio to total operating expenses	46.08	43.85	41.97	40.50	D 3.50	41.12	12.06	29.04	22.79
General expenses	81,165.23	78,211.63	28,971.20	56,874.42	96.31	42,922.81	89.10	51.59	46.07
Ratio to total operating revenue	2.58	2.37	1.70	2.16	27.06	1.98	30.30	33.68	22.80
Ratio to total operating expenses	4.03	3.58	2.07	3.00	44.93	2.61	54.41	45.49	29.24
	1,085.47	749.08	...	1,898.05	...	949.03	...	D 23.64	D 47.30
Total operating expenses	2,014,645.82	2,186,167.92	1,397,307.06	1,894,124.73	35.56	1,645,715.90	22.42	4.13	13.00
Ratio to total operating revenue	64.03	66.17	81.85	71.83	D 12.24	75.77	D 15.49	D 8.29	D 5.23
Ratio to total operating expenses	100.00	100.00	100.00	100.00	...	100.00	...	...	...

C—Taxes:									
Per mile owned—first main track	665.21	676.18	380.76	565.46	48.51	472.82	40.69	20.43	22.41
Per mile owned—all main tracks									
Per mile owned—all tracks	403.86	394.22	260.28	355.74	36.68	309.83	30.35	14.40	11.67
Ratio to total operating revenue	3.32	3.22	3.53	3.37	D 4.53	3.44	D 3.49	6.07	2.88
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	164,985.57	195,954.84	...	136,526.76	...	...	...	32.95	57.91
Cost per 100 pounds tractive power	7.98	8.05	...	8.62	...	...	...	D 13.26	D 12.50
Average cost per locomotive	2,499.78	2,684.31	...	2,352.46	...	...	...	4.75	12.48
Passenger-train cars	23,665.36	18,475.70	...	15,782.65	...	...	...	88.25	46.97
Average cost per passenger car	845.19	595.99	...	627.80	...	...	...	54.63	9.04
Freight-train cars	337,152.72	384,468.05	...	400,202.94	...	...	...	D 29.77	D 19.91
Average cost per freight car	70.50	66.76	...	81.90	...	...	...	D 27.29	D 31.15
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	150,460.65	176,560.48	...	115,222.41	...	...	...	41.74	66.33
Cost per 100 pounds tractive power	7.28	7.26	...	7.20	...	...	...	D 7.50	D 7.75
Average cost per locomotive	2,279.71	2,418.64	...	1,975.46	...	...	...	11.69	18.48
Passenger-train cars	21,320.92	12,396.23	...	12,837.47	...	...	...	129.52	33.44
Average cost per passenger car	761.46	399.88	...	506.40	...	...	...	88.53	D 0.99
Freight-train cars	280,314.02	324,459.07	...	313,912.16	...	...	...	D 28.02	D 16.68
Average cost per freight car	58.62	56.34	...	64.23	...	...	...	D 25.48	D 28.38
F—Statistics:									
Number of passengers carried 1 mile	18,596,632	19,527,336	13,541,128	18,153,089	34.06	15,847,108	17.35	8.33	13.75
Average rate per passenger per mile......cents	1.86	1.91	2.03	1.82	D 10.34	1.93	D 3.64	...	2.69
Number of tons of revenue freight carried 1 mile	677,137,798	712,246,180	288,857,169	500,075,771	73.12	394,466,470	71.66	46.79	54.45
Average rate per ton per mile......mills	4.04	4.01	4.82	4.62	D 4.15	4.72	D 14.41	D 22.16	D 22.73
Average revenue tons per car per mile	36.43	37.69	25.59	31.56	23.33	28.57	27.51	19.25	23.37
Average revenue tons per train per mile	761.22	937.02	460.66	581.56	26.24	521.11	46.08	37.92	69.77

SHRIVER EXHIBIT No. 1—Continued.

The Lehigh & Hudson River Ry. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 39.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	63.20	63.20	63.20	63.20	73.90	73.90	73.90	73.90	73.90
2. Owned—miles of all main tracks	63.20	63.20	63.20	63.20	73.90	73.90	73.90	73.90	73.90
3. Owned—miles of all tracks	87.14	89.02	90.27	93.63	107.59	109.19	113.52	114.72	111.95
4. Operated—miles of first main track	77.20	77.20	77.20	85.90	96.60	96.60	96.60	96.60	96.60
5. Operated—miles of all main tracks	77.20	77.20	77.20	85.90	96.60	96.60	96.60	96.60	96.60
6. Operated—miles of all tracks	103.78	105.66	106.91	118.97	134.89	136.49	141.37	142.36	144.15
B—TOTAL CAPITAL OBLIGATIONS	$3,813,000	$3,813,000	$3,813,000	$4,009,000	$4,608,000	$4,568,000	$4,689,000	$4,649,000	$4,609,000
Per mile owned—first main track	60,382	60,332	60,332	63,433	62,355	61,518	63,450	62,909	62,368
Per mile owned—all main tracks	60,332	60,332	60,332	63,463	62,355	61,318	63,450	62,909	62,368
Per mile owned—all tracks	43,768	42,821	42,239	42,817	42,829	41,837	41,302	40,525	41,170
Capital stock	1,340,000	1,340,000	1,340,000	1,340,000	1,340,000	1,340,000	1,340,000	1,340,000	1,340,000
Increase over previous year	0	0	0	0	0	0	0	0	0
Funded debt, including notes issued for capital obligations	2,473,000	2,473,000	2,473,000	2,669,000	3,268,000	3,228,000	3,349,000	3,309,000	3,269,000
Increase over previous year	0	0	0	196,000	599,000	40,000	+121,000	−40,000	−40,000
Ratio of capital stock to total capital obligations, per cent	35.14	35.14	35.14	33.43	29.07	29.33	28.57	28.86	29.07
C—PROPERTY INVESTMENT[1]	$3,405,418.12	$3,451,822.40	$3,462,339.23	$3,481,877.23	$4,475,775.50	$4,785,081.14	$5,010,844.67	$5,022,234.90	$5,109,548.20
Per mile owned—first main track	53,883	54,617	54,783	55,093	60,565	64,750	66,912	67,969	69,118
Per mile owned—all main tracks	53,883	54,617	54,783	55,093	60,565	64,750	66,912	67,969	69,118
Per mile owned—all tracks	39,079	38,776	38,355	32,923	41,600	43,823	44,141	43,778	45,641
Additions to property investment account	161,153.33	46,404.28	10,516.38	33,084.10	993,898.27	309,325.64	225,743.53	11,390.23	87,313.30
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	426,440.62	487,112.81	$464,110.43	$626,970.93	$844,334.78	$851,519.36	$1,251,316.41	$1,440,033.55	$1,465,795.49
Total operating expenses, including outside operations	244,939.12	286,951.96	292,795.48	372,668.68	540,051.46	607,523.51	868,656.37	889,401.30	907,756.27
Net operating revenue, including outside operations	181,501.50	200,160.85	171,314.95	254,302.25	304,283.32	243,995.85	382,660.04	550,632.25	558,039.22
Tax accruals	9,865.55	9,724.29	10,391.81	11,190.46	23,208.11	31,445.96	32,912.84	37,412.98	41,766.60

Operating income	171,635.96	191,436.56	160,923.14	243,111.79	281,075.21	212,549.89	349,747.20	513,219.27	516,272.62
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr									
Miscellaneous rents—Cr									
Total									
Deductions from income relating to operation									
Hire of equipment—Dr						2,392.70	46,824.65	28,204.91	29,818.82
Joint facilities—Dr						31,119.17	48,936.42	61,004.30	66,494.63
Miscellaneous rents—Dr									
Total						33,511.87	95,761.07	89,209.21	96,313.45
Net operating income	171,635.95	190,436.56	160,923.14	243,111.79	281,075.21	179,038.02	253,986.13	424,010.06	419,959.17
Per cent on property investment	5.04	5.54	4.64	6.98	6.28	3.74	5.07	8.44	8.22
Other income					6,326.01				
Total income	171,635.95	190,436.56	160,923.14	243,111.79	287,401.22	179,038.02	253,986.13	424,010.06	419,957.17
Other deductions									
Lease of roads									
Interest deductions	125,395.00	130,086.75	133,116.38	135,037.36	155,898.20	167,505.64	173,585.73	178,837.55	175,695.55
Miscellaneous other deductions		7,863.63							
Total	125,395.00	137,950.38	133,116.38	135,037.36	155,898.20	167,505.64	173,585.73	178,837.55	175,695.55
Net corporate income for the year	46,240.95	52,486.18	27,806.76	108,074.43	131,503.02	11,532.38	80,400.40	245,172.48	244,263.62
Per cent on capital stock outstanding	3.44	3.92	2.08	8.03	9.80	.86	6.74	18.29	18.26
E—Profit and loss account:									
Accumulated surplus brought forward from preceding year	217,909.42	232,596.29	257,033.18	278,528.99	351,020.44	394,407.90	369,628.53	344,112.18	567,346.58
Net corporate income for the year	46,240.95	52,486.18	27,806.76	108,094.43	131,503.02	11,532.38	80,400.40	245,172.48	244,263.62
Miscellaneous profit and loss items—net	−31,554.08	−28,049.29	−6,310.95	−35,582.98	−88,115.56	−36,311.75	−105,916.75	−21,938.08	−10,630.92
Total surplus	232,596.29	257,033.18	278,528.99	351,020.44	394,407.90	369,628.53	344,112.18	567,346.58	800,979.28
Dividends declared	0	0	0	0	0	0	0	0	0
Per cent on capital stock outstanding	0	0	0	0	0	0	0	0	0
Additions, betterments, and permanent improvements appropriations	0	0	0	0	0	0	0	0	0
Sinking and special revenue funds appropriations	0	0	0	0	0	0	0	0	0
Total surplus appropriated	0	0	0	0	0	0	0	0	0
Unappropriated surplus carried over to the following year	232,596.29	257,033.18	278,528.99	351,020.44	394,407.90	369,628.53	344,112.18	567,346.58	800,779.28

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Lehigh & Hudson River Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	74.60	74.60	65.34	74.24	13.62	69.79	6.88	.92	.92
2. Owned—miles of all main tracks	74.60	74.60	65.34	74.24	13.62	69.79	6.88	.92	.92
3. Owned—miles of all tracks	123.03	127.44	93.33	114.48	22.66	109.91	11.93	7.24	11.08
4. Operated—miles of first main track	96.60	96.60	82.82	96.60	16.63	89.71	7.24	0	0
5. Operated—miles of all main tracks	96.60	96.60	82.82	96.60	16.63	89.71	7.24	0	0
6. Operated—miles of all tracks	145.03	149.44	114.04	141.08	22.84	127.96	13.33	1.87	4.96
B—TOTAL CAPITAL OBLIGATIONS	$4,669,000	$4,611,000	$4,011,200	$4,836,800	20.50	$4,424,000	28.16	21.94	.80
Per mile owned—first main track	62,588	61,801	61,362	62,566	9.96	61,964	D 1.01	D .51	D 17.06
Per mile owned—all main tracks	62,588	61,801	61,362	62,566	9.96	61,964	D 1.01	D .51	D 17.06
Per mile owned—all tracks	37,950	36,809	42,895	40,556	D 5.52	41,725	D 9.05	D 6.35	D 9.17
Capital stock	1,340,000	$1,340,000	1,340,000	1,340,000	0	1,340,000	0	0	0
Increase over previous year	0	0	0	0	0	0	0	0	0
Funded debt, including notes issued for capital obligations	3,229,000	3,271,000	2,671,200	3,276,800	22.67	2,974,000	8.58	D 2.41	D 1.14
Increase over previous year	−40,000	+42,000	+159,400	−7,800		+75,800			
Ratio of capital stock to total capital obligations, per cent	28.69	29.06	37.59	28.90	D 2.46	31.24	8.01	D .59	.68
C—PROPERTY INVESTMENT[1]	$5,607,192.40	$5,726,496.23	$3,655,446.50	$5,106,980.26	42.44	$4,381,213.38	27.69	11.64	14.02
Per mile owned—first main track	73,823	76,762	55,788	68,514	22.81	62,151	18.78	8.33	8.97
Per mile owned—all main tracks	73,823	76,762	55,788	68,514	22.81	62,151	18.78	8.33	8.97
Per mile owned—all tracks	45,576	44,935	38,147	44,591	16.89	38,310	15.91	4.10	2.64
Additions to property investment account	497,644.20	119,303.83	249,011.27	226,283.38	D 8.68	337,647.33	47.68	426.82	859.64
D—INCOME ACCOUNT.[2]									
Total operating revenue, including outside operations	$1,621,890.75	$1,849,435.46	$569,793.91	$1,326,111.11	132.73	$947,942.21	71.09	12.62	28.43
Total operating expenses, including outside operations	1,063,234.10	1,242,607.58	347,481.34	867,314.30	149.60	607,397.83	74.88	19.54	39.72
Net operating revenue, including outside operations	558,656.65	606,827.88	222,312.58	458,796.80	106.37	340,554.69	64.04	1.46	10.21
Tax accruals	44,230.85	48,067.22	12,876.05	37,554.04	191.65	25,215.05	79.34	18.52	28.46
Operating income	514,425.80	558,760.66	209,636.51	421,242.95	100.94	315,439.74	63.08	2.34	8.87
Other income relating to operation									

Hire of equipment—Cr.									
Joint facilities—Cr.									
Miscellaneous rents—Cr.									
Total									
Deductions from income relating to operation.									
Hire of equipment—Dr.	48,538.76	53,879.83	0	31,163.99			0	72.09	91.06
Joint facilities—Dr.	77,696.18	78,795.10	0	57,050.16			0	27.36	29.16
Miscellaneous rents—Dr.									
Total	126,234.94	132,672.93	0	88,206.11				41.50	48.84
Net operating income	388,190.86	426,087.73		333,036.34				D 8.45	.49
Per cent on property investment	6.92	7.44	5.70	6.48	13.70	6.09	13.63	D 18.01	D 11.85
Other income	2,851.25	4,932.66		1,835.45		183.55	1,449.46		
Total income	391,042.11	431,020.39	210,881.73	333,606.69	59.62	272,244.22	17.21	D 7.77	.16
Other deductions.									
Lease of roads									
Interest deductions	166,384.41	158,846.17	135,906.74	172,401.78	26.85	154,154.26	7.94	D 6.11	D 11.11
Miscellaneous other deductions			1,572.73			786.36			
Total	166,384.41	158,846.17	136,225.48	172,401.78	26.56	154,311.63	7.82	D 6.44	D 11.18
Net corporate income for the year	224,657.70	272,174.22	73,222.27	141,405.31	93.12	107,213.79	109.54	D 8.36	11.01
Per cent on capital stock outstanding	16.76	20.01	5.45	12.18	121.65	8.82	D 90.02	D 8.36	9.40
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	800,979.28	1,022,811.93	265,417.66	495,294.89	48.94	$381,356.28	110.03	13.27	197.23
Net corporate income for the year	224,657.70	272,174.22	73,222.27	141,405.31	93.12	107,213.79	109.54	8.36	11.01
Miscellaneous profit and loss items—net	−2,825.05	+125.83	−58,722.53	−35,528.51	39.53	−47,125.55	94.41	87.12	
Total surplus	1,022,811.93	1,295,111.98	307,717.36	620,975.70	105.13	461,846.53	121.46	132.65	128.27
Dividends declared	0	53,600.00		10,720.00		5,360.00			
Per cent on capital stock outstanding	0	4%							
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	1,022,811.93	1,241,511.98	302,717.36	610,255.70	105.13	456,486.53	124.06	132.75	118.83

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Lehigh & Hudson River. Ry Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).*

[Page 40.]

Item.	Year ending June 30.								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$371,676.79	$415,170.26	$400,450.24	$567,189.46	$781,866.40	$783,519.06	$1,184,750.02	$1,378,531.46	$1,400,773.07
Passenger revenues	30,454.88	34,603.00	35,000.15	40,015.68	44,203.86	49,404.17	46,170.80	44,266.44	46,206.19
Mail revenue	2,814.12	2,815.99	2,821.44	3,240.70	3,244.12	3,244.24	3,244.23	3,243.21	3,243.21
Express revenue	7,441.84	7,031.03	7,581.85	13,854.56	11,117.78	12,069.92	13,210.80	8,939.11	10,442.76
Other transportation revenue	193.17	250.13	532.97	674.47	614.58	192.12	194.73	116.79	169.54
Revenue from operations other than transportation	13,859.82	27,237.40	17,723.78	1,996.06	3,288.04	3,089.85	3,745.83	4,936.54	4,960.72
Total operating revenue	426,440.62	487,112.81	464,110.43	626,970.93	844,334.78	851,519.36	1,251,316.41	1,440,033.55	1,465,795.49
Per mile operated—first main track	5,523.84	6,309.75	6,011.79	7,298.84	8,740.53	8,814.90	12,953.59	14,907.18	15,173.87
Per mile operated—all main tracks	5,523.84	6,309.75	6,011.79	7,298.84	8,740.53	8,814.90	12,953.59	14,907.18	15,173.87
Per mile operated—all tracks	4,109.09	4,610.19	4,341.15	5,270.00	6,259.51	6,238.61	8,865.50	10,115.44	10,168.54
B—EXPENSES:									
Maintenance of way and structures	$47,234.84	$54,083.68	$62,891.74	$74,366.08	$97,950.78	$138,347.97	73,478.23	$182,295.99	$156,913.65
Per mile operated—first main track	611.85	700.57	814.66	865.73	1,432.17	1,432.17	1,795.84	1,897.54	1,625.40
Per mile operated—all main tracks	611.85	700.57	814.66	865.73	1,014.00	1,432.17	1,795.84	1,892.54	1,625.40
Per mile operated—all tracks	455.14	511.87	588.27	625.08	726.15	1,013.61	1,227.11	1,287.54	1,088.54
Ratio to total operating revenue.....per cent	11.07	11.10	13.54	11.86	11.60	46.24	13.86	12.73	10.71
Ratio to total operating expenses.....do	19.73	18.84	21.27	19.96	18.10	22.77	19.97	20.61	17.29
Maintenance of equipment	$37,944.46	$41,666.43	$48,540.48	$59,548.52	$45,198.70	$98,788.15	$151,406.25	$155,114.77	$209,358.49
Ratio to total operating revenue.....per cent	8.95	8.55	10.46	9.50	5.34	11.60	12.09	10.71	14.21
Ratio to total operating expenses.....do	11.41	14.52	16.57	15.98	8.36	16.26	17.43	17.45	23.06
Traffic expenses						$9,318.96	$11,265.69	$14,155.78	$13,839.19
Ratio to total operating revenue						1.10	.90	.98	.94
Ratio to total operating expenses						1.54	1.30	1.59	1.52
Transportation expenses	$141,689.91	$172,570.95	$161,634.70	$216,319.08	$362,485.41	$325,420.97	$491,341.06	$492,640.96	$482,450.10
Ratio to total operating revenue.....per cent	33.22	35.40	35.05	34.50	40.56	38.21	39.27	34.13	32.91
Ratio to total operating expenses.....do	61.11	60.14	55.20	58.04	67.12	53.57	56.56	55.39	53.15
General expenses	$18,069.91	$18,630.90	$19,728.56	$22,435.00	$34,416.57	$35,647.46	$41,165.14	$44,193.80	$45,194.84
Ratio to total operating revenue.....per cent	4.24	3.82	4.25	3.58	4.07	4.18	3.29	3.14	3.08
Ratio to total operating expenses.....do	7.38	6.56	6.73	6.01	6.37	5.86	4.74	4.90	4.98
Total operating expenses	$244,939.12	$286,951.96	$292,795.48	$372,668.68	$540,051.46	$607,523.51	$868,656.37	$889,401.30	$907,756.27
Ratio to total operating revenue.....per cent	57.43	58.90	63.08	59.44	63.95	71.34	69.42	61.76	61.93
Ratio to total operating expenses.....do	100	100	100	100	100	100	100	100	100

C—TAXES	$9,865.55	$9,724.29	$10,391.81	$11,190.46	$23,208.11	$31,445.96	$32,912.84	$37,412.98	$41,766.60
Per mile owned—first main track	156.09	153.83	164.43	177.08	314.05	425.52	445.36	506.25	562.47
Per mile owned—all main tracks	156.09	153.83	164.43	177.03	314.05	425.52	445.33	506.25	562.47
Per mile owned—all tracks	95.01	92.13	97.20	94.04	172.05	230.48	232.83	262.88	289.75
Ratio to total operating revenue.......per cent	2.31	1.91	2.24	1.77	2.74	3.69	2.63	2.53	2.85
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	$10,574.90	$9,580.67	$19,344.21	$31,572.34	$17,838.14	$34,328.03	$79,284.13	$62,859.31	$91,807.63
Cost per 100 pounds tractive power.....cents	3.00	2.05	4.14	6.69	2.04	3.23	5.30	4.18	6.13
Average cost per locomotive	$860.93	$504.26	$1,018.11	$1,198.43	$594.60	$1,144.20	$2,202.33	$1,363.89	$1,997.52
Passenger-train cars	3,181.92	2,901.53	3,314.15	1,652.83	3,108.67	7,601.98	5,755.96	13,889.44	17,840.43
Average cost per passenger car	318.19	241.83	276.17	137.75	229.15	584.76	442.76	1,068.38	1,483.67
Freight-train cars	18,862.51	23,250.50	20,694.51	19,729.92	13,801.37	53,700.09	43,820.25	51,255.53	79,780.63
Average cost per freight car	21.76	26.81	24.56	25.69	12.69	61.37	58.73	93.11	140.71
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$10,574.90	$9,580.67	$19,344.21	$31,572.34	$17,838.14	$26,078.65	$69,429.53	$50,754.91	$61,014.43
Cost per 100 pounds tractive power.....cents	3.00	2.05	4.14	6.69	2.04	1.74	4.63	3.39	4.07
Average cost per locomotive	$860.93	$504.26	$1,018.11	$1,198.43	$594.60	$859.30	$1,928.61	$1,100.34	$1,348.13
Passenger-train cars	3,181.92	2,901.53	3,314.15	1,652.83	3,108.67	6,325.32	4,479.28	12,612.76	15,425.31
Average cost per passenger car	318.19	241.83	276.17	137.75	239.15	486.45	344.54	970.02	1,285.42
Freight-train cars	18,862.51	23,250.50	20,694.71	19,729.92	13,801.37	3,439.17	23,589.57	31,024.85	38,959.03
Average cost per freight car	21.75	26.08	24.54	25.68	12.69	26.83	31.62	55.30	68.71
F—STATISTICS:									
Number of passengers carried 1 mile	1,363,368	1,528,535	1,541,450	1,754,136	1,925,027	2,179,683	1,976,616	1,849,054	1,955,150
Average rate per passenger per mile......cents	2.234	2.264	2.270	2.281	2.293	2.236	2.335	2.394	2.363
Number of tons of revenue freight carried 1 mile	38,450,704	51,833,402	45,207,819	70,678,038	109,766,919	111,986,219	200,075,041	244,561,312	257,807,254
Average rate per ton per mile............cents	.956	.801	.885	.802	.712	.700	.592	.563	.543
Average revenue tons per car per mile	19.05	19.17	19.89	18.14	18.88	19.21	23.50	23.61	24.15
Average revenue tons per train per mile	199.14	219.63	272.17	302.05	289.28	327.67	391.29	449.92	470.06

SHRIVER EXHIBIT No. 1—Continued.

The Lehigh & Hudson River Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$1,553,457.65	$1,712,366.18	$507,270.63	$1,260,206.25	148.43	$883,738.44	75.78	12.69	24.22
Passenger revenue	47,444.94	47,562.74	36,856.51	46,698.51	26.70	41,777.51	13.56	71.89	7.45
Mail revenue	3,244.21	3,244.21	2,987.27	3,243.82	8.64	3,115.55	4.11	....	....
Express revenue	11,229.37	11,167.10	9,405.42	11,178.39	18.85	10,291.60	9.10	25.62	24.92
Other transportation revenue	257.88	47,340.62	453.06	186.21	D 54.52	319.64	D 19.38	120.51	40,345.30
Revenue from operations other than transportation	6,256.70	4,207.61	12,821.02	4,597.93	D 64.14	8,709.47	D 28.15	26.74	D 14.75
Total operating revenue	1,621,890.75	1,849,435.46	569,793.91	1,326,111.11	132.74	947,942.21	71.10	12.62	28.43
Per mile operated—first main track	16,789.76	19,145.30	6,776.95	13,727.86	102.57	10,252.40	63.77	12.63	28.53
Per mile operated—all main tracks	16,789.76	19,145.30	6,776.95	13,727.86	102.57	10,252.40	63.77	12.63	28.53
Per mile operated—all tracks	11,183.14	12,375.77	4,917.98	7,314.24	48.72	6,116.12	82.85	10.55	22.35
B—EXPENSES:									
Maintenance of way and structures	$202,201.27	$238,945.18	$67,305.42	$170,847.42	153.84	$119,076.42	69.81	10.31	35.82
Per mile operated—first main track	2,093.17	2,473.65	801.36	1,768.82	120.85	1,285.09	62.88	10.27	30.35
Per mile operated—all main tracks	2,093.17	2,473.65	801.36	1,768.82	120.85	1,285.09	62.88	10.27	30.35
Per mile operated—all tracks	1,394.10	1,599.61	581.10	1,202.18	106.88	891.64	56.27	8.23	24.23
Ratio to total operating revenue.....per cent	12.46	12.92	15.08	13.20	D 12.46	14.14	D 13.30	D 2.12	1.49
Ratio to total operating expenses........do	19.02	19.22	19.58	19.93	1.71	19.76	D 3.74	D 2.38	D 6.74
Maintenance of equipment	$230,229.44	$261,626.83	$46,579.72	$168,979.42	262.56	$107,779.57	113.61	48.04	68.66
Ratio to total operating revenue.....per cent	14.19	14.04	8.56	12.56	46.65	10.56	34.38	32.49	31.00
Ratio to total operating expenses........do	21.66	21.06	13.41	19.17	42.96	16.29	32.96	24.12	20.66
Traffic expenses	$14,738.25	$16,022.39	....	$12,663.57	....	....	....	4.11	13.18
Ratio to total operating revenue	90	86	....	95	....	....	....	D 8.37	D 12.74
Ratio to total operating expenses	1.39	1.29	....	1.47	....	....	....	D 12.29	D 18.87
Transportation expenses	$558,511.16	$673,173.08	$210,940.01	$470,072.85	128.80	$346,838.27	61.03	13.57	13.37
Ratio to total operating revenue.....per cent	34.43	36.40	35.75	35.79	1.11	35.77	D 3.74	.87	6.65
Ratio to total operating expenses........do	52.53	54.15	60.33	54.24	D 10.09	57.28	D 8.29	D 5.16	D 2.19
General expenses	$57,553.98	$52,840.10	$22,656.19	$44,751.04	97.52	$33,703.62	71.56	30.28	19.56
Ratio to total operating revenue.....per cent	3.54	2.85	3.99	3.44	D 13.78	3.72	D 4.84	12.74	D 9.83
Ratio to total operating expenses........do	5.40	4.25	6.61	5.18	D 21.63	5.89	D 8.40	10.41	13.26
Total operating expenses	$1,063,234.10	$1,242,607.58	$347,481.34	$867,314.30	149.60	$607,397.83	75.05	19.54	39.72
Ratio to total operating revenue.....per cent	65.55	67.19	60.56	66.00	8.98	63.78	3.58	6.14	8.79
Ratio to total operating expenses........do	100	100	100	100	....	....	....	....	....

C—Taxes	$44,230.85	$48,067.22	$12,876.00	$37,553.85	191.65	$25,214.93	75.42	18.23	28.48
Per mile owned—first main track	572.91	644.33	193.09	506.50	162.31	349.80	69.47	17.11	27.27
Per mile owned—all main tracks	572.91	644.33	193.09	506.50	162.31	349.80	69.47	17.11	27.27
Per mile owned—all tracks	304.97	321.65	110.10	264.18	130.93	187.14	62.96	16.01	22.35
Ratio to total operating revenue.......per cent	2.73	2.65	2.20	2.89	31.36	2.54	7.48	7.90	4.74
D—Repairs, renewals, and **depreciation of equipment:**									
Steam locomotives	$95,479.80	$121,314.66	$17,782.85	$72,751.38	309.10	$45,267.12	110.93	51.90	92.35
Cost per 100 pounds tractive power.....**cents**	6.38	8.17	3.65	5.03	37.80	4.35	46.67	52.63	95.58
Average cost per locomotive	$2,075.60	$2,637.28	$795.27	$1,756.70	120.89	$1,275.99	75.14	52.18	93.35
Passenger-train cars	16,769.73	5,912.43	2,831.83	12,371.51	336.86	7,601.67	120.59	20.82	D 57.43
Average cost per passenger car	1,397.50	492.67	242.62	995.61	310.35	619.12	125.56	29.87	D 53.83
Freight-train cars	91,122.38	105,258.74	19,267.76	63,935.78	231.82	41,607.77	119.00	77.77	105.36
Average cost per freight car	158.47	183.05	22.30	102.48	359.55	62.39	137.97	70.19	96.59
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotiver	$64,686.60	$92,034.86	$17,782.85	$54,392.82	205.87	$36,087.84	79.22	27.45	81.33
Cost per 100 pounds tractive power.....cents	4.32	6.15	3.58	3.63	1.40	3.61	19.66	27.43	81.41
Average cost per locomotive	$1,400.24	$2,000.78	$795.27	$1,330.52	67.30	$1,062.90	31.36	27.80	81.81
Passenger-train cars	14,354.61	3,452.51	2,831.83	10,639.46	275.63	6,735.64	113.11	13.69	D 72.62
Average cost per passenger car	1,196.25	287.75	242.61	856.54	253.05	549.58	117.66	23.32	D 70.33
Freight-train cars	48,846.69	65,571.51	19,267.76	33,177.86	72.19	26,222.81	86.27	54.22	111.35
Average cost per freight car	84.95	114.03	22.15	53.48	141.44	17.81	124.68	53.62	106.22
F—Statistics:									
Number of passengers carried 1 mile	1,969,670	1,917,939	1,622,503	1,990,035	22.65	1,806,269	10.15	7.60	3.72
Average rate per passenger per mile......cents	2.385	2.480	2.269	2.349	3.53	2.308	3.29	D .38	3.59
Number of tons of revenue freight carried 1 mile	299,423,415	331,727,702	63,187,376	222,770,648	252.55	142,979,012	109.40	22.43	35.64
Average rate per ton per mile.............cents	.519	.516	1.836	.583	D 30.14	.708	D 26.69	D 78.17	D 8.34
Average revenue tons per car per mile	2.537	2.648	1.903	2.317	27.01	2,110	20.83	7.45	12.15
Average revenue tons per train per mile	48707	51368	25646	42520	65.79	34083	42.93	8.23	14.15

Shriver Exhibit No. 1—Continued.

Lehigh Valley R. R. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 41.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Mileage:									
1. Owned—miles of first main track	1,322.50	1,316.16	1,315.64	1,367.71	1,362.87	1,370.78	1,366.40	1,358.11	1,353.74
2. Owned—miles of all main tracks	1,892.89	1,896.67	1,903.03	1,962.14	1,994.97	2,019.28	2,015.10	2,021.71	2,028.08
3. Owned—miles of all tracks	2,859.56	2,877.97	2,897.06	3,027.24	3,058.02	3,125.57	3,139.36	3,159.29	3,167.82
4. Operated—miles of first main track	1,391.61	1,385.27	1,392.89	1,444.96	1,440.22	1,445.69	1,441.31	1,433.02	1,429.69
5. Operated—miles of all main tracks	1,984.20	1,987.98	2,003.97	2,063.08	2,096.01	2,117.88	2,113.70	2,120.31	2,127.72
6. Operated—miles of all tracks	2,953.65	2,972.00	3,003.30	3,133.48	3,163.30	3,228.49	3,241.48	3,261.43	3,271.17
B—Total capital obligations	146,085,352.42	144,948,775.21	147,444,112.55	168,011,462.55	168,342,294.55	172,317,994.55	172,959,461.23	171,052,411.23	181,450,933.18
Per mile owned—first main track	110,461.51	110,130.06	112,070.26	122,841.44	123,520.43	125,707.99	126,580.40	125,948.86	134,036.77
Per mile owned—all main tracks	77,175.83	76,422.77	77,478.61	85,626.64	84,383.37	85,336.35	85,831.70	84,607.79	89,469.32
Per mile owned—all tracks	51,086.65	50,364.94	50,894.39	55,499.88	55,049.44	55,131.70	55,093.86	54,142.67	57,279.43
Capital stock:									
In hands of public	42,247,425.21	42,234,848.00	42,163,192.00	42,052,542.00	42,031,414.00	42,019,114.00	42,002,514.00	41,995,464.00	62,162,264.00
In treasury	36,356,150.00	36,354,200.00	36,510,856.00	40,351,456.00	40,690,584.00	40,702,884.00	40,921,484.00	40,928,534.00	40,928,634.00
Total	78,603,575.21	78,589,048.00	78,674,048.00	82,403,998.00	82,721,998.00	82,721,998.00	82,923,998.00	82,923,998.00	103,090,898.00
Increase over previous year	....	† 12,577.21	† 71,656.00	† 110,650.00	† 21,128.00	† 12,300.00	† 16,600.00	† 7,050.00	20,166,800.00
Funded debt, including notes issued for capital obligations:									
In hands of public	103,837,927.21	102,713,927.21	105,280,920.55	125,958,920.55	126,310,880.55	130,298,880.55	130,956,947.23	129,056,947.23	119,288,669.18
In treasury	3,164,000.00	4,100,000.00	3,649,000.00	4,179,000.00	13,989,000.00	12,499,000.00	9,009,000.00	10,781,000.00	22,973,000.00
Total	107,001,927.21	106,813,927.21	108,929,920.55	130,137,920.55	140,299,880.55	142,797,880.55	139,965,947.23	139,837,947.23	142,261,669.18
Increase over previous year	9,644,706.20	† 1,124,000.00	2,566,993.34	20,678,000.00	351,960.00	3,988,000.00	658,066.68	† 1,900,000.00	† 9,768,278.05
Ratio of capital stock to total capital obligations, per cent	28.92	29.13	28.59	25.03	24.97	24.38	24.28	24.55	34.26
C—Property investment[1][2]	131,206,227.38	134,011,749.21	134,054,252.65	132,662,999.80	139,857,315.18	145,255,938.50	145,594,586.44	150,318,727.31	152,729,658.18
Per mile owned—first main track	99,210.76	101,820.26	101,892.81	97,018.37	102,619.70	105,965.90	106,553.42	110,682.29	112,820.53
Per mile owned—all main tracks	69,315.29	70,656.33	70,442.53	67,626.67	70,104.97	71,934.52	72,251.79	74,352.27	75,307.51
Per mile owned—all tracks	45,883.36	46,564.68	46,272.52	43,833.00	45,734.60	46,473.42	46,377.16	47,579.91	48,212.86
Additions to property investment account	9,090,421.61	2,805,521.83	42,503.44	† 1,361,252.85	7,164,315.38	5,398,623.32	338,647.94	4,724,140.87	2, 10,930.87
D—Income account:[3]									
Total operating revenue, including outside operations	26,879,660.44	29,953,189.55	31,679,436.67	33,610,754.16	37,414,369.58	37,426,745.36	34,949,953.37	38,151,174.17	39,582,288.53
Total operating expenses, including outside operations	19,699,584.38	19,463,466.76	19,854,004.88	21,107,515.77	23,540,224.61	24,012,038.07	22,541,145.49	23,814,256.47	25,622,374.23
Net operating revenue, including outside operations	7,180,076.06	10,489,722.79	11,825,431.79	12,503,238.39	13,874,144.97	13,414,707.29	12,408,807.88	14,336,917.70	13,959,914.30
Tax accruals	289,472.30	471,261.54	538,932.90	468,848.80	660,500.83	850,360.76	780,494.07	794,998.25	824,409.86

Operating income	6,890,603.76	10,018,461.25	11,286,498.89	12,034,389.59	13,213,644.14	12,564,346.53	11,628,313.81	13,541,919.45	13,135,504.44
Other income relating to operation									
Hire of equipment—Cr	357,151.14	304,897.34	314,211.73	159,683.39	309,041.87	353,589.37	62,751.62	168,899.39	90,324.66
Joint facilities—Cr	415,980.45	730,150.97	517,928.52	363,902.25	295,970.82	264,323.75	229,878.01	240,114.27	244,756.92
Miscellaneous rents—Cr									
Total	773,131.59	1,035,048.31	832,140.25	523,585.64	605,012.69	617,913.12	292,629.63	409,013.66	335,081.58
Deductions from income relating to operation									
Hire of equipment—Dr									
Joint facilities—Dr	562,257.94	574,384.10	444,471.06	430,175.59	373,894.72	181,595.28	147,643.67	169,755.92	176,495.43
Miscellaneous rents—Dr	17,961.31		20,413.32	39,855.10	24,889.84	4,237.33	3,162.27	3,513.74	14,641.09
Total	580,219.25	574,384.10	464,884.38	470,030.69	398,784.56	185,832.61	150,805.94	173,269.66	191,136.52
Net operating income	7,083,516.10	10,479,125.46	11,653,754.76	12,087,944.54	13,419,872.27	12,996,427.04	11,770,137.50	13,777,663.45	13,279,449.50
Per cent on property investment	5.40	7.82	8.69	9.11	9.60	8.95	8.09	9.17	8.69
Other income, not including income from system securities	946,260.06	592,444.47	689,518.09	929,704.34	960,813.54	922,907.95	972,272.93	1,196,849.20	1,662,236.90
Total income	8,029,776.16	11,071,569.93	12,343,272.85	13,017,648.88	14,380,685.81	13,919,334.99	12,742,410.43	14,974,512.65	14,941,686.40
Other deductions									
Lease of roads	2,668,406.23	2,332,434.33	2,410,966.76	2,455,286.10	2,347,253.12	2,520,523.36	2,748,308.65	2,763,893.24	2,878,083.50
Interest deductions	2,829,536.47	2,809,396.79	2,946,153.73	3,417,318.57	3,705,043.00	3,781,548.25	3,824,041.38	3,812,101.06	3,358,884.06
Miscellaneous other deductions	1,420,244.37	1,674,178.41	1,593,263.69	1,693,460.69	2,303,436.36	2,021,953.30	908,900.41	1,104,994.82	1,185,261.27
Total	6,918,187.07	6,816,009.53	6,950,384.18	7,566,065.36	8,375,732.48	8,324,024.91	7,491,250.44	7,680,989.12	7,422,228.83
Net corporate income for the year	1,111,589.09	4,255,560.40	5,392,888.67	5,451,583.52	6,024,953.33	5,595,310.08	5,261,159.99	7,293,523.53	7,519,457.57
Per cent on capital stock outstanding	2.63	10.08	12.79	12.96	14.33	13.32	12.53	17.37	12.10
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	*6,071,768.60	*1,064,411.46	6,098,685.17	8,585,135.51	11,244,228.09	13,858,992.98	16,304,540.77	18,911,859.30	26,455,162.15
Net corporate income for the year	1,111,589.09	4,255,560.40	5,392,888.67	5,451,583.52	6,024,953.33	5,595,310.08	5,261,159.99	7,293,523.53	7,519,457.57
Miscellaneous profit and loss items—net	3,895,768.05	2,907,536.23	D 1,680,449.33	D 1,168,468.94	D 1,382,818.44	D 719,059.29	D 223,138.46	2,680,482.32	D 381,344.42
Total surplus	*1,064,411.46	6,098,685.17	9,811,124.51	12,868,250.09	15,886,362.98	18,735,243.77	21,342,562.30	28,885,865.15	33,593,275.30
Dividends declared			1,225,989.00	1,624,022.00	2,027,370.00	2,430,703.00	2,430,703.00	2,430,703.00	4,245,734.00
Per cent on capital stock outstanding			2.91	3.86	4.82	5.78	5.79	5.79	6.83
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated			1,225,989.00	1,624,022.00	2,027,370.00	2,430,703.00	2,430,703.00	2,430,703.00	4,245,734.00
Unappropriated surplus carried over to the following year	*1,064,411.46	6,098,685.17	8,585,135.51	11,244,228.09	13,858,992.98	16,304,540.77	18,911,859.30	26,455,162.15	29,347,541.30

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† Decrease.

* Deficit.

[1] Actual investment in the property is in excess of the amounts here shown, by reason of improvements during the 10-year period that were charged to profit and loss through operating expenses, income, etc.

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

SHRIVER EXHIBIT No. 1—Continued.

Lehigh Valley R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	1,363.16	1,367.40	1,336.98	1,362.44	25.46	1,349.71	13.45	5.05	
2. Owned—miles of all main tracks	1,056.21	2,079.69	1,929.94	2,028.08	98.14	1,979.01	77.20	34.50	
3. Owned—miles of all tracks	3,213.46	3,245.94	2,943.97	3,161.10	217.13	3,052.54	160.92	54.17	
4. Operated—miles of first main track	1,453.94	1,438.90	1,410.99	1,440.71	29.72	1,425.85	28.09	20.92	
5. Operated—miles of all main tracks	2,170.68	2,172.13	2,027.05	2,130.06	103.01	2,078.55	92.13	50.37	
6. Operated—miles of all tracks	3,344.35	3,354.83	3,045.15	3,269.38	224.23	3,157.27	187.08	82.92	
B—TOTAL CAPITAL OBLIGATIONS	180,410,283.18	177,520,667.18	154,966,399.45	175,638,216.67	20,671,817.22	165,302,308.06	15,107,975.12	9,357,871.95	
Per mile owned—first main track	132,347.11	129,823.51	115,804.74	128,924.23	13,119.49	122,364.48	9,982.63	6,398.25	
Per mile owned—all main tracks	87,739.23	85,359.20	80,217.44	86,596.88	6,379.44	83,407.16	4,332.07	3,131.44	
Per mile owned—all tracks	56,142.07	54,690.06	52,579.06	55,557.95	2,978.89	54,068.50	2,073.57	1,999.40	
Capital stock:									
In hands of public	62,161,614.00	62,139,998.00	42,145,884.24	50,068,194.00	7,922,309.76	46,107,039.12	16,054,574.88	20,166,150.00	
In treasury	40,999,084.00	40,950,900.00	38,052,649.20	40,836,124.00	2,843,474.80	39,474,386.60	1,524,697.40	70,550.00	
Total	103,160,698.00	103,090,898.00	80,198,533.44	90,964,318.00	10,765,784.56	85,581,425.72	17,579,272.28	20,236,700.00	
Increase over previous year	† 650.00	† 21,616.00	† 43,202.24	4,026,040.00	4,069,242.24	1,991,418.88	†1,992,068.88	6,400.00	
Funded debt, including notes issued for capital obligations:									
In hands of public	118,248,669.18	115,380,669.18	112,820,515.21	125,570,022.67	12,749,507.46	119,195,268.94	† 946,599.76	†10,808,278.05	
In treasury	22,718,000.00	26,703,000.00	5,816,200.00	15,596,000.00	9,779,800.00	10,706,100.00	12,011,900.00	11,937,000.00	
Total	140,966,669.18	142,083,669.18	118,636,715.21	141,166,022.67	22,529,307.46	129,901,368.94	11,065,300.24	1,128,721.95	
Increase over previous year	† 1,040,000.00	2,868,000.00	6,423,531.90	† 1,612,442.31	† 8,035,974.21	481,108.96	†1,521,108.96	860,000.00	
Ratio of capital stock to total capital obligations, per cent	34.46	35.00	27.20	28.51	1.31	27.89	6.57	9.91	
C—PROPERTY INVESTMENT[1] [2]	155,484,964.39	159,446,969.35	134,364,508.84	149,876,774.96	15,512,266.12	142,120,641.90	13,364,322.49	5,166,237.08	
Per mile owned—first main track	114,062.15	116,605.95	100,312.38	110,016.86	9,704.48	105,164.61	8,897.54	3,379.86	
Per mile owned—all main tracks	75,617.26	76,668.62	69,629.17	73,892.67	4,263.50	71,760.92	3,856.34	1,264.99	
Per mile owned—all tracks	48,385.53	49,121.97	45,657.63	47,405.77	1,748.14	46,531.70	1,853.83	805.62	
Additions to property investment account	2,755,306.21	3,962,004.96	3,548,301.88	3,125,529.81	† 422,772.04	3,336,915.86	† 581,609.65	†1,968,834.66	
D—INCOME ACCOUNT:[1]									
Total operating revenue, including outside operations	38,767,607.87	45,041,090.66	31,907,482.08	37,775,553.86	5,868,071.78	34,841,517.97	3,926,089.90	616,433.70	
Total operating expenses, including outside operations	26,873,161.91	31,385,748.66	20,732,959.28	24,572,595.23	3,839,635.95	22,652,777.25	4,220,384.66	3,058,905.44	
Net operating revenue, including outside operations	11,894,445.96	13,655,342.00	11,174,522.80	13,202,958.63	2,028,435.83	12,188,740.72	† 294,294.76	†2,442,471.74	
Tax accruals	1,087,737.70	1,447,205.04	485,803.27	867,600.13	381,796.86	676,701.70	411,036.00	292,739.45	

Operating income	**10,806,708.26**	**12,208,136.96**	**10,688,719.53**	**12,335,358.50**	**1,646,638.97**	**11,512,039.02**	**† 705,330.76**	**†2,735,211.19**
Other income relating to operation								
Hire of equipment—Cr	72,257.51	286,732.93	288,997.09	149,564.51	† 139,432.58	219,280.80	† 147,023.29	† 96,641.88
Joint facilities—Cr	316,599.20	416,543.34	464,786.60	259,134.43	† 205,652.17	361,960.51	† 45,361.31	76,484.93
Miscellaneous rents—Cr								
Total	388,856.71	703,276.27	753,783.69	408,698.94	† 345,084.75	581,241.31	† 192,384.60	† 20,156.95
Deductions from income relating to operation								
Hire of equipment—Dr								
Joint facilities—Dr	153,926.71	167,062.33	477,036.68	165,883.40	† 311,153.28	321,460.04	† 167,533.33	† 15,829.21
Miscellaneous rents—Dr	26,906.03	31,436.27	20,623.91	10,492.09	† 10,131.82	15,558.00	11,348.03	23,392.29
Total	180,832.74	198.498.60	497,660.59	176,375.49	† 321,285.10	337,018.04	† 156,185.30	7,563.08
Net operating income	11,014,732.23	12,712,914.63	10,944,842.63	12,567,681.95	11,622,839.32	11,756,262.29	† 741,530.06	†2,762,931.22
Per cent on property investment	7.08	7.97	8.12	8.39	.27	8.27	† 1.19	† 2.09
Other income, not including income from system securities	2,045,395.93	1,982,483.33	823,748.10	1,359,932.58	536,184.48	1,091,840.34	953,555.59	848,546.73
Total income	13,060,128.16	14,695,397.96	11,768,590.73	13,927,614.53	2,159,023.80	12,848,102.63	212,025.53	†1,914,384.49
Other deductions								
Lease of roads	2,920,659.73	2,621,300.00	2,442,869.31	2,766,293.70	323,424.39	2,604,581.50	316,078.23	156.766.49
Interest deductions	3,173,649.72	3,128,938.14	3,141,489.71	3,590,044.89	448,555.18	3,365,767.30	† 192,117.58	† 638,451.34
Miscellaneous other deductions	493,743.07	183,331.60	1,736,916.70	1,142,970.58	† 593,946.12	1,439,943.64	† 946,200.57	† 611,251.75
Total	6,588,052.52	5,933,569.74	7,321,275.7[illegible]	7,499,309.17	178,033.45	7,410,292.44	† 822,239.92	†1,092,936.60
Net corporate income for the year	6,472,075.64	8,761,828.22	4,447,315.01	6,428,305.36	1,980,990.35	5,437,810.19	1,034,265.45	† 821,447.89
Per cent on capital stock outstanding	10.41	14.10	10.55	12.84	2.29	11.79	† 1.38	† 6.96
E—PROFIT AND LOSS ACCOUNT:								
Accumulated surplus brought forward from preceding year	29,347,541.30	22,087,990.75	3,758,373.74	20,975,619.30	17,217,245.56	12,366,996.52	16,980,544.78	10 435,682.00
Net corporate income for the year	6,472,075.64	8,761,828.22	4,447,315.01	6,428,305.36	1,980,990.35	5,437,810.19	1,034,265.45	† 821,447.89
Miscellaneous profit and loss items—Net	1,420,338.81	D 1,266,610.99	514,313.51	555,455.79	41,142.28	534,884.65	885,454.16	†1,260,143.51
Total surplus	37,239,955.75	29,583,207.98	8,720,002.26	27,959,380.45	19,239,378.19	18,339,691.36	18,900,264.39	8,354,090.60
Dividends declared	15,151,965.00	6,060,800.00	975,476.20	5,337,961.60	4,362,485.40	3,156,718.90	11,995,246.10	12,721,262.00
Per cent on capital stock outstanding	[4] 24.38	9.75	2.31	10.66	8.35	6.85	17.53	18.59
Additions, betterments, and permanent improvements appropriations								
Sinking and special reserve funds appropriations								
Total surplus appropriated	15,151,965.00	6,060,800.00	975,476.20	5,337,961.60	4,362,485.40	3,156,718.90	11,995,246.10	12,721,262.00
Unappropriated surplus carried over to the following year	22,087,990.75	23,522,407.98	7,744,526.06	22,621,418.85	14,876,892.79	15,182,972.46	6,905,018.29	†4,367,171.40

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† Decrease.

[1] Actual investment in the property is in excess of the amounts here shown, by reason of improvements during the 10-year period that were charged to profit and loss through operating expenses, income, etc.

[2] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[3] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[4] Special dividend of 10 per cent declared February, 1912. Previous to 1912 it was customary to charge profit and loss in month dividends were payable, but practice was changed and dividend declared June, 1912, payable July, 1912, was charged to profit and loss in June, 1912, so that for purposes of comparison the rate of dividend for this year is overstated and increases shown in last two columns are similarly affected. The rate of dividend declared each year was as follows: 1904, 98 per cent; 1905, 3.85 per cent; 1906, 3.86 per cent; 1907, 5.78 per cent; 1903, 5.78 per cent; 1909, 5.79 per cent; 1910, 5.79 per cent; 1911, 9.75 per cent; 1912, 19.50 per cent.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Lehigh Valley R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 42.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$21,714,470.76	$24,829,777.01	$25,962,920.16	$27,182,692.52	$30,107,572.00	$30,186,581.72	$28,123,501.68	$30,579,596.96	$31,842,825.42
Passenger revenue	3,191,638.63	3,155,715.13	3,503,825.33	3,971,392.05	4,363,452.12	4,159,890.47	3,905,062.74	4,330,172.45	4,568.029.75
Mail revenue	204,659.92	207,692.26	207,660.74	217,745.88	217,792.69	209,072.78	209,899.01	193,859.75	190,760.08
Express revenue	278,399.62	306,024.77	337,107.75	367,706.36	373,953.30	383,558.16	406,225.72	462,437.70	453,819.83
Other transportation revenue	46,072.69	61,458.63	62,281.80	72,306.69	74,678.55	290,232.18	307,725.75	356,165.22	360,717.36
Revenue from operations other than transportation	40.861.63	93,463.49	130,108.77	225,282.42	141,487.78	280,818.91	185,417.31	245,166.09	271,250.55
Total operating revenue	25,476,103.25	28,654,131.29	30,209,904.55	32,037,125.92	35,278,936.44	35,510,154.22	33,137,832.21	36,167,398.17	37,687,402.99
Per mile operated—first main track	18,306.93	20,684.87	21,688.65	22,171.64	24,495.52	24,562.77	22,991.47	25,238.59	26,360.54
Per mile operated—all main tracks	12,839.48	14,413.69	15,075.03	15,528.79	16,831.47	16,766.84	15,677.64	17,057.60	17,712.58
Per mile operated—all tracks	8,625.30	9,641.36	10,058.90	10,224.14	11,152.57	10,999.00	10,223.06	11,089.43	11,521.08
B—EXPENSES:									
Maintenance of way and structures	4,099,168.88	3,058,203.40	3,269,382.74	3,153,245.22	3,196,854.34	3,398,642.07	3,273,339.47	3,462,903.41	3,620,176.26
Per mile operated—first main track	2,945.63	2,207.65	2,347.19	2,182.24	2,219.69	2,350.88	2,271.09	2,416.56	2,532.14
Per mile operated—all main tracks	2,065.91	1,538.30	1,631.45	1,528.42	1,525.21	1,604.74	1,548.63	1,633.21	1,701.43
Per mile operated—all tracks	1,387.83	1,029.00	1,088.59	1,006.31	1,010.61	1,052.70	1,009.83	1,061.77	1,106.69
Ratio to total operating revenue.....per cent	16.09	10.67	10.82	9.84	9.06	9.57	9.88	9.58	9.61
Ratio to total operating expenses.......do	22.65	16.98	17.97	16.22	14.89	15.37	15.91	15.97	15.47
Maintenance of equipment	4,694,395.07	4,744,232.02	4,894,269.44	5,485,794.06	6,186,641.83	6,153,874.30	5,832,430.15	5,995,810.09	6,003,286.95
Ratio to total operating revenue....per cent	18.42	16.56	16.20	17.12	17.53	17.33	17.60	16.58	15.93
Ratio to total operating expenses.......do	25.94	26.34	26.89	28.22	28.81	27.82	28.35	27.65	25.64
Traffic expenses						778,652.95	810,293.00	918,720.11	1,010,675.41
Ratio to total operating revenue.....per cent						2.19	2.45	2.54	2.68
Ratio to total operating expenses........do						3.52	3.94	4.24	4.32
Transportation expenses	8,886,604.43	9,612,950.78	9,446,535.20	10,175,053.52	11,460,857.95	11,150,363.44	9,949,909.59	10,593,565.10	11,979,278.24
Ratio to total operating revenue....per cent	34.10	33.54	31.27	31.76	32.49	31.40	30.02	29.29	31.79
Ratio to total operating expenses........do	47.99	53.37	51.91	52.36	53.37	50.41	48.35	48.85	51.18
General expenses	619,532.62	595,895.33	587,011.36	621,217.71	630,075.28	637,940.04	709,764.09	713,148.52	793,901.50
Ratio to total operating revenue.....per cent	2.43	2.08	1.94	1.94	1.79	1.80	2.14	1.97	2.11
Ratio to total operating expenses........do	3.42	3.31	3.23	3.20	2.93	2.88	3.45	3.29	3.39
Total operating expenses	18,099,701.00	18,011,281.53	18,197,198.74	19,435,310.51	21,474,429.40	22,119,472.80	20,575,736.30	21,684,147.23	23,407,318.36
Ratio to total operating revenue.....per cent	71.04	62.85	60.23	60.66	60.87	62.29	62.09	59.96	62.12
Ratio to total operating expenses.......do									

C—TAXES	289,472.30	471,261.54	538,932.90	468,848.80	660,500.83	850,360.76	780,494.07	794,998.25	824,409.86
Per mile owned—first main track	218.88	358.06	409.63	342.80	484.64	620.35	571.20	585.37	608.99
Per mile owned—all main tracks	152.93	248.47	283.20	238.95	331.08	421.13	387.32	393.23	406.50
Per mile owned—all tracks	101.23	163.75	186.03	154.88	215.99	272.07	248.62	251.64	260.25
Ratio to total operating expenses......per cent	1.14	1.64	1.78	1.46	1.87	2.39	2.36	2.20	2.19
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	2,045,285.16	2,149,956.64	2,353,296.46	2,452,273.33	2,798,953.57	2,576,642.72	2,250,991.88	2,208,530.54	2,216,001.38
Cost per 100 pounds tractive power	11.45	11.61	12.60	11.71	12.29	10.78	9.50	9.11	8.89
Average cost per locomotive	2,673.58	2,878.12	3,150.32	3,020.04	3,265.99	2,911.46	2,578.46	2,526.92	2,498.31
Passenger-train cars	383,431.04	309,223.13	341,446.57	341,855.78	367,731.57	341,666.94	325,215.67	297,832.81	295,494.24
Average cost per passenger car	782.51	641.54	695.41	685.08	714.04	636.25	615.94	572.76	530.51
Freight-train cars	1,799,591.45	1,829,735.56	1,820,172.23	2,270,932.50	2,591,244.69	2,842,947.11	2,922,294.65	3,158,314.41	3,153,922.60
Average cost per freight car	51.33	52.30	50.89	61.11	61.98	66.42	68.96	71.52	71.71
Outside operations:									
Revenue	1,403,557.19	1,299,058.26	1,469,532.12	1,573,628.24	2,135,433.14	1,916,591.14	1,812,121.16	1,983,776.00	1,894,885.54
Expenses	1,599,883.38	1,452,185.23	1,656,806.14	1,672,205.26	2,065,795.21	1,892,565.27	1,965,409.19	2,130,109.24	2,215,055.87
Summary:									
Total revenue (including outside operations)	26,879,660.44	29,953,189.55	31,679,436.67	33,610,754.16	37,414,369.58	37,426,745.36	34,949,953.37	38,151,174.17	39,582,288.53
Total expenses (including outside operations)	19,699,584.38	19,463,466.76	19,854,004.88	21,107,515.77	23,540,224.61	24,012,038.07	22,541,145.49	23,814,256.47	25,622,374.23

SHRIVER EXHIBIT No. 1—Continued.

Lehigh Valley R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$30,892,555.80	$36,725,138.06	$25,959,486.49	$30,325,012.31	$4,365,525.82	$28,142,249.40	2,750,306.40	312,958.84	...
Passenger revenue	4,703,733.52	4,867,554.03	3,638,404.65	4,333,377.79	694,973.14	3,985,891.22	717,842.30	373,531.07	...
Mail revenue	191,703.74	191,821.11	211,110.30	199,059.07	†12,051.23	205,084.69	†13,380.95	†2,156.01	...
Express revenue	471,957.22	506,191.11	332,638.36	435,599.73	102,961.37	384,119.04	87,838.18	9,519.52	...
Other transportation revenue	379,919.42	415,731.71	63,359.67	338,951.99	275,592.32	201,155.83	178,763.59	23,754.20	...
Revenue from operations other than transportation	266,065.51	336,935.87	126,240.82	249,743.67	123,502.85	187,992.25	78,073.26	20,899.42	...
Total operating revenue	36,905,935.21	43,043,371.89	30,331,240.29	35,881,744.56	5,550,504.27	33,106,492.43	3,799,442.78	738,537.04	...
Per mile operated—first main track	25,383.40	29,614.08	21,469.52	24,907.35	3,437.83	23,188.44	2,194.96	144.81	...
Per mile operated—all main tracks	17,002.02	19,816.20	14,937.69	15,843.34	1,905.65	15,890.51	1,111.51	†55.58	...
Per mile operated—all tracks	11,035.31	12,830,27	9,940.45	10,973.56	1,033.11	10,457.02	578.29	†54.12	...
B—EXPENSES:									
Maintenance of way and structures	3,963,589.12	5,694,422.24	3,355,370.92	3,543,730.07	188,359.15	3,449,550.49	514,038.63	500,685.71	...
Per mile operated—first main track	2,726.10	3,957.48	2,380.48	2,459.35	78.87	2,419.92	306.18	309.54	...
Per mile operated—all main tracks	1,825.97	2,621.58	1,657.86	1,662.80	4.94	1,650.33	165.64	192.76	...
Per mile operated—all tracks	1,185.16	1,697.38	1,104.47	1,083.23	†21.24	1,093.85	91.31	123.39	...
Ratio to total operating revenue....per cent	10.74	13.23	11.06	9.88	†1.18	10.42	.32	1.16	...
Ratio to total operating expenses....do	16.03	19.56	17.62	15.75	†1.87	16.60	†.57	.06	...
Maintenance of equipment	6,313,316.76	7,561,270.87	5,201,036.48	6,059,743.65	858,677.17	5,630,405.07	682,911.69	317,506.67	...
Ratio to total operating revenue....per cent	17.11	17.57	17.15	16.89	†.26	17.01	.10	.5	...
Ratio to total operating expenses....do	25.54	25.98	27.31	26.93	†.38	27.10	†1.56	†2.11	...
Traffic expenses	980,116.82	982,857.66	...	899,691.66	899,691.66	449,845.83	530,270.99	61,396.71	...
Ratio to total operating revenue....per cent	2.66	2.28	...	2.50	2.50	1.36	1.30	.12	...
Ratio to total operating expenses....do	3.97	3.38	...	4.00	4.00	2.16	1.81	†.27	...
Transportation expenses	12,606,961.58	13,993,617.35	9,876,400.38	11,256,015.59	1,379,615.21	10,566,207.98	2,040,753.60	2,013,396.48	...
Ratio to total operating revenue....per cent	34.16	32.51	32.56	31.37	†1.19	31.92	2.24	4.87	...
Ratio to total operating expenses....do	51.00	48.09	51.86	50.02	†1.84	50.88	.12	2.15	...
General expenses	856,265.53	875,651.45	610,746.46	742,203.93	131,457.47	676,475.20	179,790.33	143,117.01	...
Ratio to total operating revenue....per cent	2.32	2.03	2.01	2.07	.06	2.04	.28	.35	...
Ratio to total operating expenses....do	3.46	3.00	3.21	3.30	.09	3.26	.20	.17	...
Total operating expenses	24,720,249.81	29,107,819.57	19,043,584.24	22,501,384.90	3,457,800.66	20,772,484.57	3,947,765.24	3,036,102.58	...
Ratio to total operating revenue....per cent	66.99	67.62	62.78	62.71	†.07	62.75	4.24	7.03	...
Ratio to total operating expenses....do	...	...	...	...	...	...	...	...	...

C—TAXES	1,087,737.70	1,609,151.39	485,803.27	867,600.13	381,796.86	676,701.70	411,036.00	292,739.45	
Per mile owned—first main track	797.95	1,176.80	362.80	636.77	273.97	499.70	298.16	212.58	
Per mile owned—all main tracks	529.00	773.75	250.93	427.44	176.51	339.18	189.82	135.77	
Per mile owned—all tracks	338.49	495.74	164.38	274.21	109.83	219.30	119.19	86.85	
Ratio to total operating revenue.......per cent	2.95	3.74	1.60	2.42	.82	2.04	.91	.75	
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	2,374,669.09	2,709,024.05	2,359,953.03	2,325,367.12	†34,585.91	2,342,660.09	32,009.01	166,138.55	
Cost per 100 pounds tractive power	9.23	9.76	11.93	9.50	†2.43	10.72	†1.49	.12	
Average cost per locomotive	2,629.76	3,000.03	2,997.61	2,628.98	†368.63	2,813.30	†183.54	102.84	
Passenger-train cars	456,339.93	569,690.75	348,737.62	343,309.92	†5,427.70	346,023.77	110,316.16	158,507.12	
Average cost per passenger car	699.91	995.96	703.72	611.07	†92.65	657.40	42.51	127.15	
Freight-train cars	3,110,691.28	3,852,327.15	2,062,341.29	3,037,634.01	975,292.72	2,549,987.63	560,703.63	†47,623.13	
Average cost per passenger car	71.10	87.92	55.52	6.94	14.42	62.73	8.37	†.42	
Outside operations:									
Revenue	1,861,672.66	1,997,718.77	1,576,241.79	1,893,809.30	317,567.51	1,735,026.54	126,647.12	†122,103.34	
Expenses	2,152,912.10	2,277,929.09	1,689,375.04	2,071,210.33	381,835.29	1,880,292.65	272,619.42	22,802.86	
Summary:									
Total revenue (including outside operations)	38,737,607.87	45,041,090.66	31,907,482.08	37,775,553.88	5,868,071.78	34,841,517.97	3,926,089.90	616,433.70	
Total expenses (including outside operations)	26,873,161.91	31,385,748.66	20,732,959.28	24,572,595.23	3,839,635.95	22,652,777.25	4,220,384.66	3,058,905.44	

†Decrease.

SHRIVER EXHIBIT No. 1—Continued.

Maine Central R. R. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 43.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	815.93	952.47	952.47	954.20	1,069.93	1,163.84	1,164.48	1,164.46	1,179.74
2. Owned—miles of all main tracks	856.73	997.57	997.57	999.57	1,120.68	1,215.64	1,216.28	1,224.03	1,240.96
3. Owned—miles of all tracks	1,127.14	1,289.50	1,290.58	1,302.71	1,453.15	1,565.48	1,577.45	1,597.99	1,619.46
4. Operated—miles of first main track	815.93	952.47	952.47	954.20	1,070.18	1,164.03	1,164.73	1,164.71	1,179.95
5. Operated—miles of all main tracks	856.73	997.57	997.57	999.57	1,120.93	1,215.89	1,216.53	1,224.34	1,240.96
6. Operated—miles of all tracks	1,127.14	1,289.50	1,290.58	1,302.71	1,453.40	1,565.73	1,577.70	1,598.24	1,619.46
B—TOTAL CAPITAL OBLIGATIONS	$31,678,250.00	$33,923,750.00	$33,068,750.00	$32,559,510.00	$38,691,510.00	$41,213,858.76	$43,210,059.00	$47,577,673.33	$49,312,573.33
Per mile owned—first main track	38,824.72	35,616.61	34,718.94	34,122.31	36,162.66	35,411.96	37,106.74	40,858.14	41,799.53
Per mile owned—all main tracks	36,975.77	34,006.39	33,149.30	32,573.52	34,525.03	33,903.01	35,526.41	38,867.79	39,737.44
Per mile owned—all tracks	28,104.98	26,307.68	25,623.17	24,993.67	26,625.96	26,326.66	27,392.35	29,773.45	30,450.01
Capital stock	13,918,558.00	13,918,558.00	13,918,558.00	13,523,318.00	16,823,318.00	16,854,466.76	16,862,167.00	16,832,281.33	16,832,181.33
Increase over previous year	....	....	....	D 395,240.00	3,300,000.00	31,148.76	7,700.24	D 29,885.67	D 100.00
Funded debt, including notes issued for capital obligations	17,759,692.00	20,005,192.00	19,150,192.00	19,036,192.00	21,868,192.00	24,359,392.00	26,347,892.00	30,745,392.00	32,480,392.00
Increase over previous year	D 4,500.00	2,245,500.00	D 855,000.00	D 114,000.00	2,832,000.00	2,491,200.00	1,988,500.00	4,397,500.00	1,735,500.00
Ratio of capital stock to total capital obligations, per cent	43.94	41.03	42.09	41.53	43.48	40.90	39.02	35.38	34.13
C—PROPERTY INVESTMENT [1]	$31,731,174.78	$36,702,557.49	$36,607,557.49	$36,692,557.49	$42,624,170.50	$45,957,587.21	$46,253,412.56	$48,713,066.13	$56,565,053.78
Per mile owned—first main track	38,889.58	38,534.08	38,528.83	38,453.74	39,838.28	39,487.89	39,720.31	41,833.18	47,947.05
Per mile owned—all main tracks	37,037.54	36,791.96	36,786.95	36,708.34	38,034.20	37,805.26	38,028.59	39,795.33	45,581.69
Per mile owned—all tracks	28,151.94	28,462.63	28,434.95	28,166.33	29,332.26	29,356.87	29,321.63	30,483.96	34,928.34
Additions to property investment account	....	....	....	....	5,931,613.01	3,333,416.71	295,825.35	2,459,653.57	7,851,987.65
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	$6,649,059.86	$7,031,153.85	$7,569,732.75	$8,174,427.19	$8,726,825.09	$9,388,046.60	$9,288,887.85	$9,952,178.43	$10,174,310.53
Total operating expenses, including outside operations	4,776,756.69	5,105,825.56	5,042,852.72	6,293,974.33	5,893,971.29	6,666,723.50	6,554,207.38	6,882,073.30	7,413,391.67
Net operating revenue, including outside operations	1,872,303.17	1,925,328.29	2,526,880.03	1,880,452.86	2,832,853.80	2,721,323.10	2,734,680.47	3,070,105.13	2,760,918.16
Tax accruals	226,589.52	241,057.25	262,496.38	275,094.95	312,475.98	379,704.58	380,989.90	449,424.70	481,751.32

Operating income	1,645,713.65	1,684,271.04	2,264,383.65	1,605,357.91	2,520,377.82	2,341,618.52	2,353,690.57	2,620,680.43	2,279,167.54
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr	27,800.00	27,800.00	27,800.00	27,800.00	27,133.33	23,800.00	23,800.00	23,800.00	23,800.00
Miscellaneous rents—Cr	250.00	3,250.65	3,087.74	10,246.22	6,970.82				194.00
Total	28,050.00	31,050.65	30,887.74	38,046.22	34,104.15	23,800.00	23,800.00	23,800.00	23,994.00
Deductions from income relating to operation									
Hire of equipment—Dr	98,009.83	99,265.02	93,381.01	90,603.41	63,740.92	112,832.62	85,156.85	84,039.03	29,413.95
Joint facilities—Dr	7,500.00	7,500.00	7,500.00	7,500.00	8,570.04	7,865.42	9,092.52	10,058.68	14,802.24
Miscellaneous rents—Dr						9,869.73	11,504.43	11,602.95	11,328.53
Total	105,509.83	106,765.02	100,881.01	98,103.41	72,310.96	130,567.77	105,753.80	105,700.66	55,544.72
Net operating income	1,568,253.82	1,608,556.67	2,194,390.38	1,545,300.72	2,482,171.01	2,234,850.75	2,271,736.77	2,538,779.77	2,247,616.82
Per cent on property investment	04.94	04.38	05.98	04.21	05.82	04.86	04.91	05.21	03.97
Other income	53,376.33	70,579.43	77,817.30	62,167.64	52,665.42	22,485.51	10,350.68	98,866.91	377,783.85
Total income	1,621,630.15	1,679,136.10	2,272,207.68	1,607,468.36	2,534,836.43	2,257,336.26	2,282,087.45	2,637,646.68	2,625,400.67
Other deductions									
Lease of roads	545,875.76	545,875.76	545,875.76	551,185.76	605,852.42	879,185.76	880,122.43	1,017,058.86	1,039,749.68
Interest deductions	643,075.00	682,450.00	714,922.78	687,322.71	681,547.85	861,813.97	872,510.78	962,848.94	1,153,208.90
Miscellaneous other deductions	29,440.00	29,440.00	494,693.86	13,440.00	13,440.00			17,375.00	45,500.00
Total	1,218,390.76	1,257,765.76	1,755,492.40	1,251,948.47	1,300,840.27	1,740,999.73	1,752,633.21	1,997,282.80	2,238,458.58
Net corporate income for the year	403,239.39	421,370.34	516,715.28	355,519.89	1,233,996.16	516,336.53	529,454.24	640,363.88	386,942.09
Per cent on capital stock outstanding	02.90	03.03	03.71	02.63	07.34	03.06	03.14	03.80	02.30
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$282,537.82	$282,130.16	$268,868.61	$905,093.21	$852,879.86	$945,035.19	$852,236.06	$621,023.96	$379,059.98
Net corporate income for the year	403,239.39	421,370.34	516,715.28	355,519.89	1,233,996.16	516,336.53	529,454.24	640,363.88	386,942.09
Miscellaneous profit and loss items—net	D 105,072.05	D 86,283.89	467,874.82	D 59,364.24	D 69,165.51	3,125.37	D 194,551.70	D 222,976.08	2,215,803.34
Total surplus	580,705.16	617,216.61	1,253,458.71	1,201,248.86	2,017,710.51	1,464,497.09	1,187,138.60	1,038,411.76	2,981,805.41
Dividends declared	298,575.00	348,348.00	348,365.50	348,369.00	348,369.00	398,144.00	398,152.00	398,104.00	398,104.00
Per cent on capital stock outstanding	02.15	02.50	02.50	02.58	02.07	02.36	02.36	02.37	02.37
Additions, betterments, and permanent improvements appropriations					724,306.32	200,677.03	154,522.64	247,807.78	27,249.18
Sinking and special reserve funds appropriations						13,440.00	13,440.00	13,440.00	20,013.78
Total surplus appropriated	298,575.00	348,348.00	348,365.50	348,369.00	1,072,675.32	612,261.03	566,114.64	659,351.78	445,366.96
Unappropriated surplus carried over to the following year	282,130.16	268,868.61	905,093.21	852,879.86	945,035.19	852,236.06	621,023.96	379,059.98	2,536,438.45

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Maine Central R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or Increase 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	1,189.06	1,202.33	949.00	1,172.32	23.52	1,060.66	12.11	02.11	03.25
2. Owned—miles of all main tracks	1,247.49	1,265.32	994.42	1,228.89	23.58	1,111.65	12.22	01.91	03.37
3. Owned—miles of all tracks	1,604.50	1,630.14	1,292.62	1,592.98	23.24	1,442.80	11.21	00.41	02.01
4. Operated—miles of first main track	1,204.08	1,217.35	949.05	1,175.51	23.86	1,032.28	13.35	03.38	04.52
5. Operated—miles of all main tracks	1,275.22	1,293.05	994.47	1,234.59	24.15	1,114.53	14.42	04.16	05.61
6. Operated—miles of all tracks	1,632.23	1,657.87	1,292.67	1,598.67	22.67	1,445.67	12.90	02.13	03.73
B—TOTAL CAPITAL OBLIGATIONS	$49,130,181.33	$52,727,323.00	$33,984,354.00	$46,088,869.15	35.62	40,036,611.57	22.71	03.26	10.82
Per mile owned—first main track	41,318.50	43,854.29	35,889.05	39,298.97	09.50	37,594.01	09.91	01.13	07.33
Per mile owned—all main tracks	39,383.23	41,671.14	34,246.00	37,483.58	09.45	35,864.79	09.81	01.33	07.21
Per mile owned—all tracks	30,620.24	32,345.27	26,331.09	28,912.54	09.80	27,621.81	10.86	02.84	08.64
Capital stock	21,813,681.33	36,609,323.00	4,420,462.00	17,838,955.55	23.71	16,129,708.78	35.24	29.59	117.49
Increase over previous year	4,981,500.00	14,795,641.67	....	1,658,072.67	....	....	....	....	D 47.58
Funded debt, including notes issued for capital obligations	27,316,500.00	16,118,000.00	19,563,892.00	28,249,913.60	44.40	23,906,902.80	14.26	D 11.53	11.53
Increase over previous year	D 5,163,892.00	D11,198,500.00	820,800.00	1,089,661.60	32.76	955,230.80	....	....	....
Ratio of capital stock to total capital obligations, per cent	44.40	69.43	42.41	38.77	D 08.58	40.59	09.39	25.49	96.24
C—PROPERTY INVESTMENT [1]	$53,668,456.48	$55,730,841.47	$36,889,603.55	$50,231,515.00	36.17	43,560,559.39	23.20	10.17	14.41
Per mile owned—first main track	45,135.20	46,352.37	38,848.90	42,824.73	10.23	40,836.82	10.53	07.89	10.80
Per mile owned—all main tracks	43,021.15	44,044.86	37,071.80	40,846.40	10.18	38,959.10	10.43	08.11	10.68
Per mile owned—all tracks	33,448.71	34,187.76	28,509.62	31,507.90	10.52	30,008.76	11.46	09.73	12.15
Additions to property investment account	D 2,896,597.30	2,062,384.99	....	2,208,857.20	....	....	....	D 217.76	D 16.15
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	$11,114,615.12	$11,499,767.55	$7,630,239.75	$9,983,607.71	30.84	8,806,923.73	26.20	11.68	15.55
Total operating expenses, including outside operations	8,161,783.24	8,456,232.99	5,422,676.12	7,135,635.82	31.59	6,279,155.97	29.98	18.59	22.87
Net operating revenues, including outside operations	2,952,831.88	3,043,534.56	2,207,563.63	2,847,971.89	29.01	2,527,767.76	12.86	D 03.82	D 00.87
Tax accruals	530,273.73	548,621.57	263,542.82	444,418.75	68.63	353,980.79	49.79	10.06	22.07
Operating income	2,422,608.65	2,494,912.99	1,944,020.81	2,403,553.14	23.64	2,173,786.98	11.45	D 07.56	D 04.80
Other income relating to operation	....	....	....	....	....	....	....	....	....

Hire of equipment—Cr.		30,875.62							
Joint facilities—Cr.	23,800.00	23,800.00	27,666.66	23,800.00	D 13.98	25,733.33	D 07.51	0	0
Miscellaneous rents—Cr.		28,555.81	4,761.09						
Total	23,800.00	83,231.43	32,427.75	23,838.80	D 26.49	28,133.28	D 15.40	0	0
Deductions from income relating to operation.									
Hire of equipment—Dr.	41,772.09		89,000.19	70,642.91	D 20.63	79,871.55	D 47.67	D 50.79	
Joint facilities—Dr.	100,702.54	100,652.56	7,714.01	28,504.28	269.51	18,109.15	456.09	901.15	900.65
Miscellaneous rents—Dr	19,155.38	20,976.39		12,692.20				65.09	80.78
Total	161,630.01	121,628.95	93,714.05	111,839.39	15.64	104,276.72	55.00	52.91	15.07
Net operating income	2,284,778.64	2,456,515.47	1,879,734.52	2,315,552.55	23.19	2,097,643.54	08.92	D 10.04	D 03.24
Per cent on property investment	04.23	04.41	05.07	04.62	D 08.88	04.85	D 12.16	D 18.23	D 15.36
Other income	106,075.36	357,887.09	63,321.22	173,112.46	94.43	93,216.84	13.79	07.29	261.99
Total income	2,390,854.00	2,814,402.56	1,943,055.74	2,438,665.01	25.51	2,190,860.42	09.13	D 09.36	06.70
Other deductions.									
Lease of roads	946,072.64	1,005,945.40	558,933.09	952,437.87	70.40	755,685.48	25.19	D 03.98	D 01.09
Interest deductions	921,788.16	695,272.19	681,863.67	954,434.17	39.97	818,148.92	12.67	D 04.26	D 27.79
Miscellaneous other deductions			116,090.70						
Total	1,867,860.80	1,701,217.59	1,356,887.53	1,919,447.02	41.46	1,638,167.28	14.02	D 03.48	D 14.82
Net corporate income for the year	522,993.20	1,113,184.97	586,168.21	519,217.99	D 11.42	552,693.10	D 05.37	D 18.33	73.84
Per cent on capital stock outstanding	00.40	03.04	03.92	02.94	D 25.00	03.43	D 30.03	D 36.84	D 20.00
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	$2,536,438.45	$2,699,546.56	$518,301.93	$1,056,758.73	105.82	792,530.33	220.04	308.43	334.69
Net corporate income for the year	522,993.20	1,113,184.97	586,168.21	519,217.99	D 11.42	552,693.10	D 05.37	D 18.33	73.84
Miscellaneous profit and loss items—net	180,483.51	D 560.59	29,597.83	39[illegible], 77.49	1,239.21	212,987.66	D 15.26	D 180.94	D 99.75
Total surplus	3,239,918.16	3,812,170.94	1,134,067.97	1,982,354.20	74.80	1,538,211.09	107.93	212.01	267.12
Dividends declared	441,830.62	1,010,277.00	338,405.30	403,872.9	20.20	372,639.11	18.58	10.99	153.77
Per cent on capital stock outstanding	02.03	02.76	02.36	02.30	D 02.54	02.33	12.88	D 14.35	16.46
Additions, betterments, and permanent improvements appropriations	61,848.65	80,000.00		13,842.03				D 75.04	D 67.72
Sinking and special reserve funds appropriations	36,662.33	48,701.67		19,399.22				172.79	262.36
Total surplus appropriated	540,371.60	1,138,978.67	483,266.56	564,693.20	16.85	523,979.88	03.13	D 18.05	72.74
Unappropriated surplus carried over to the following year	2,699,546.56	2,673,192.27	650,801.41	1,417,661.00	117.83	1,034,231.21	161.02	612.17	605.22

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Maine Central R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 44.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$3,871,614.18	$4,090,630.29	$4,422,372.06	$4,828,529.33	$5,199,000.47	$5,512,330.48	$5,448,009.86	$5,940,130.26	$6,667,910.52
Passenger revenue	2,300,392.11	2,423,343.08	2,588,542.45	2,751,045.95	2,872,412.38	3,119,204.66	3,031,396.88	3,195,448.95	3,240,491.85
Mail revenue	187,122.69	196,396.21	205,022.44	244,026.53	245,323.42	247,006.91	248,698.77	210,287.20	211,172.93
Express revenue	110,183.21	130,834.89	137,315.93	152,482.76	192,668.31	188,508.16	196,492.23	202,857.46	216,434.82
Other transportation revenue	54,206.97	59,120.04	63,748.34	64,198.33	67,012.63	103,782.55	104,801.83	113,426.29	116,900.58
Revenue from operations other than transportation	125,540.70	130,829.34	152,731.53	134,144.29	150,407.88	72,640.57	63,001.50	73,244.62	88,204.16
Outside operations, revenues	....	....	....	....	....	144,573.27	196,486.78	216,783.65	233,195.67
Total operating revenue	6,649,059.86	7,031,153.85	7,569,732.75	8,174,427.19	8,726,825.09	9,388,046.60	9,288,887.85	9,952,178.43	10,174,310.53
Per mile operated—first main track	8,149.06	7,382.02	7,947.48	8,566.79	8,154.53	8,064.71	7,975.14	8,544.77	8,622.37
Per mile operated—all main tracks	7,609.75	7,048.28	7,588.17	8,177.94	7,785.34	7,721.13	7,645.56	8,128.61	8,116.52
Per mile operated—all tracks	5,809.05	5,452.62	5,835.37	6,274.94	6,004.42	5,995.95	5,888.32	6,226.96	6,281.56
B—EXPENSES:									
Maintenance of way and structures	$1,153,466.41	$1,121,620.75	$1,312,558.35	$1,738,976.32	$1,182,481.74	$1,385,018.80	$1,429,501.90	$1,490,934.98	$1,609,226.64
Per mile operated—first main track	1,413.68	1,177.59	1,378.06	1,822.44	1,104.94	1,189.79	1,227.32	1,280.09	1,363.76
Per mile operated—all main tracks	1,346.36	1,124.35	1,315.76	1,739.72	1,054.91	1,139.10	1,175.07	1,217.75	1,296.50
Per mile operated—all tracks	1,023.36	869.81	1,017.03	1,334.89	813.60	884.58	906.07	932.86	993.53
Ratio to total operating revenue ....per cent	17.35	15.81	17.34	21.27	13.55	14.75	15.39	14.98	15.82
Ratio to total operating expenses ....do	24.15	21.97	26.03	27.63	20.06	20.77	21.81	21.66	21.71
Maintenance of equipment	1,156,587.17	1,329,334.94	926,101.70	1,566,643.27	1,337,619.15	1,351,145.00	1,291,929.91	1,389,351.48	1,459,771.37
Ratio to total operating revenue ....per cent	17.40	18.90	12.23	19.17	15.33	14.39	13.91	13.96	14.35
Ratio to total operating expenses ....do	24.21	26.03	18.35	24.89	22.70	20.27	19.11	20.19	19.69
Traffic expenses	....	....	....	....	....	77,769.87	96,199.81	100,722.75	89,658.44
Ratio to total operating revenue ....per cent	....	....	....	....	....	00.83	01.04	01.01	00.88
Ratio to total operating expenses ....do	....	....	....	....	....	01.17	01.47	01.46	01.21
Transportation expenses	2,302,338.14	2,456,823.31	2,567,408.03	2,729,649.51	3,095,459.13	3,413,224.38	3,274,951.63	3,425,995.05	3,719,252.03
Ratio to total operating revenue.....per cent	34.62	34.94	33.91	33.40	35.47	36.36	35.26	34.42	36.55
Ratio to total operating expenses ....do	48.20	48.12	50.95	43.37	52.52	51.20	49.97	49.78	50.17
General expenses	164,364.97	198,046.56	236,784.64	258,705.23	278,408.27	278,863.07	291,205.74	294,511.87	322,108.32
Ratio to total operating revenue.....per cent	02.47	02.82	03.12	03.16	03.19	02.97	03.13	02.96	03.17
Ratio to total operating expenses........do	03.44	03.88	04.67	04.11	04.72	04.18	04.44	04.28	04.34
Outside operations, expenses	....	....	....	....	....	160,702.38	170,418.39	180,557.17	213,374.87
Total operating expenses	4,776,756.69	5,105,825.56	5,042,852.72	6,293,974.33	5,893,971.29	6,666,723.50	6,554,207.38	6,882,073.30	7,413,391.67
Ratio to total operating revenue.....per cent	71.84	72.47	66.60	77.00	67.54	71.01	70.56	69.15	72.86
Ratio to total operating expenses ....do	100	100	100	100	100	100	100	100	100

C—Taxes:									
Per mile owned—first main track	$277.71	$253.09	$275.60	$288.30	$292.05	$326.25	$327.18	$385.95	$408.35
Per mile owned—all main tracks	264.48	241.64	263.14	275.20	278.65	312.35	313.24	367.15	388.20
Per mile owned—all tracks	201.03	186.94	203.39	211.17	215.03	242.55	241.59	281.24	297.48
Ratio to total operating revenue ... per cent	03.41	03.28	03.47	03.37	03.58	04.04	04.10	04.52	04.73
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	$285,884.66	$336,310.42	$289,784.42	$644,578.12	$365,540.46	$477,578.05	$486,533.02	$497,792.34	$516,991.71
Cost per 100 pounds tractive power	9.48	10.27	8.52	17.73	8.39	10.11	10.26	10.20	10.18
Average cost per locomotive	1,662.12	1,847.86	1,618.91	3,465.47	1,692.32	2,076.43	2,162.37	2,202.62	2,287.57
Passenger-train cars	115,823.88	105,971.13	189,477.18	241,717.17	137,740.44	191,072.85	182,443.78	175,432.25	186,702.24
Average cost per passenger car	472.75	388.17	671.90	816.61	459.14	586.11	577.35	555.17	588.97
Freight-train cars	644,665.78	705,068.85	259,920.19	519,176.56	704,994.21	579,269.16	537,439.93	580,917.94	641,233.83
Average cost per freight car	148.40	142.04	46.08	83.09	92.36	70.25	66.11	72.56	68.14
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	$175,799.59	$220,473.45	$250,881.40	$252,167.92	$311,023.12	$379,401.32	$384,008.31	$401,065.75	$414,790.15
Cost per 100 pounds tractive power	5.83	7.22	7.97	7.46	7.58	8.03	8.10	8.22	8.17
Average cost per locomotive	1,022.09	1,296.90	1,511.33	1,457.62	1,539.72	1,649.57	1,706.70	1,774.63	1,835.36
Passenger-train cars	86,196.56	67,665.38	95,028.06	88,284.77	101,520.43	152,694.50	143,182.64	137,412.59	155,872.52
Average cost per passenger car	351.82	269.58	365.49	322.21	365.18	468.39	453.11	434.85	491.71
Freight-train cars	127,220.42	152,969.23	210,329.37	215,063.02	229,644.05	359,867.31	334,106.98	380,049.27	415,230.04
Average cost per freight car	29.29	33.88	40.75	37.25	32.01	43.64	41.10	47.47	49.12
F—Statistics:									
Number of passengers carried 1 mile	111,961,235	118,273,656	126,560,752	135,279,724	139,727,122	148,725,448	146,532,841	153,118,183	155,743,530
Average rate per passenger per mile ... cents	02.055	02.049	02.045	02.034	02.056	02.097	02.068	02.087	02.081
Number of tons of revenue freight carried 1 mile	341,087,600	373,764,303	409,320,837	464,263,415	504,803,181	504,304,859	530,006,267	584,226,824	563,170,068
Average rate per ton per mile ... cents	01.135	01.094	01.080	01.040	01.030	01.093	01.028	01.017	01.077
Average revenue tons per car per mile	12.68	13.65	13.41	14.02	14.92	15.02	15.35	16.04	15.22
Average revenue tons per train per mile	234.18	246.76	250.07	266.40	267.28	237.02	251.34	269.85	256.42

SHRIVER EXHIBIT No. 1—Continued.

Maine Central R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$6,666,535.64	$7,130,748.03	$4,482,429.27	$5,926,983.32	32.22	$5,204,706.30	28.09	12.23	20.04
Passenger revenue	3,333,503.97	3,511,508.57	2,587,147.19	3,181,009.27	23.07	2,585,578.23	15.52	04.32	09.90
Mail revenue	212,160.21	214,864.82	215,578.26	225,865.21	04.77	220,721.73	D 03.87	00.89	02.18
Express revenue	227,982.05	254,744.69	144,697.02	206,454.95	42.68	175,575.99	29.85	12.38	25.58
Other transportation revenue	117,867.58	127,183.47	61,657.26	111,355.77	80.60	86,506.52	36.25	03.91	12.13
Revenue from operations other than transportation	85,001.91	97,436.31	138,730.75	76,418.56	D 44.92	107,574.65	D 20.98	16.05	33.03
Outside operations revenues	471,563.76	163,281.66	....	252,520.62	....	252,520.62	86.74	117.52	D 24.68
Total operating revenue	1,114,615.12	11,499,767.55	7,630,239.75	9,983,607.70	30.84	8,806,923.73	26.20	11.68	15.55
Per mile operated—first main track	9,230.79	9,416.56	8,039.97	8,487.55	05.56	8,263.76	12.91	08.03	10.55
Per mile operated—all main tracks	8,715.84	8,833.51	7,641.89	8,063.53	05.52	7,852.71	10.99	07.22	09.41
Per mile operated—all tracks	6,809.47	6,936.47	5,899.28	6,240.45	05.78	6,069.87	12.18	09.35	11.39
B—EXPENSES:									
Maintenance of way and structures	$1,880,247.13	$1,795,352.48	$1,301,821.31	$1,558,985.89	19.75	$1,430,403.60	31.45	26.11	20.42
Per mile operated—first main track	1,561.56	1,474.80	1,379.34	1,324.50	D 03.97	1,351.92	15.51	21.99	15.21
Per mile operated—all main tracks	1,474.45	1,388.46	1,316.22	1,260.57	D 04.23	1,288.40	14.44	21.08	14.02
Per mile operated—all tracks	1,151.95	1,082.93	1,011.74	974.00	D 03.48	992.87	16.02	23.49	16.09
Ratio to total operating revenue....per cent	16.92	15.61	17.06	15.57	D 08.73	16.32	03.66	12.95	04.20
Ratio to total operating expenses....do	23.04	21.23	23.97	21.79	D 09.09	22.88	00.70	06.37	D 01.99
Maintenance of equipment	1,434,052.56	1,646,526.19	1,263,257.25	1,385,250.05	09.66	1,324,253.65	08.29	03.22	18.51
Ratio to total operating revenue....per cent	12.90	14.32	16.61	13.90	D 16.32	15.25	D 15.41	D 07.59	02.58
Ratio to total operating expenses....do	17.57	19.48	23.24	19.48	D 16.18	21.36	D 17.74	D 12.98	D 03.52
Traffic expenses	104,472.75	132,544.23	....	93,764.72	....	....	....	03.72	31.59
Ratio to total operating revenue....per cent	00.94	01.16	....	00.94	....	....	....	D 06.93	14.85
Ratio to total operating expenses....do	01.28	01.57	....	01.32	....	....	....	D 12.33	07.53
Transportation expenses	3,967,277.69	4,332,965.37	2,630,335.62	3,560,140.15	35.35	3,095,237.89	28.17	15.80	26.47
Ratio to total operating revenue....per cent	35.69	37.67	34.47	35.65	03.42	35.06	01.80	03.69	09.44
Ratio to total operating expenses....do	48.61	51.24	48.63	49.95	02.71	49.29	D 01.38	D 02.35	02.93
General expenses	304,796.03	345,169.69	227,261.93	298,297.00	31.26	262,779.46	15.99	03.49	17.20
Ratio to total operating revenue....per cent	02.74	03.00	02.95	02.99	01.36	02.97	D 07.74	D 07.43	01.35
Ratio to total operating expenses....do	03.73	04.08	04.16	04.19	00.72	04.17	D 10.55	D 12.85	D 04.67
Outside operations, expenses	470,937.08	203,675.03	....	239,197.97	....	....	....	160.82	12.80
Total operating expenses	8,161,783.24	8,456,232.99	5,422,676.11	7,135,635.78	31.59	6,279,155.94	29.98	18.59	22.87
Ratio to total operating revenue....per cent	73.43	71.76	71.09	71.40	00.44	71.25	03.06	06.19	03.77
Ratio to total operating expenses....do	100	100	100	100	....	100	....	....	....

C—Taxes:									
Per mile owned—first main track	$445.92	$456.30	$277.35	$378.73	36.55	$328.04	35.93	15.54	18.23
Per mile owned—all main tracks	425.03	433.58	264.62	361.19	36.49	312.90	35.84	15.76	18.09
Per mile owned—all tracks	330.46	336.55	203.51	278.66	36.93	241.08	37.07	17.50	19.67
Ratio to total operating revenue.......per cent	04.77	04.77	03.36	04.43	31.85	03.89	22.62	05.53	05.53
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	$466,041.95	$532,100.85	$384,419.62	$488,987.41	27.20	$436,703.52	06.72	D 06.81	06.89
Cost per 100 pounds tractive power	8.68	9.49	10.88	9.88	D 09.19	10.38	D 16.38	D 17.51	D 06.96
Average cost per locomotive	2,137.81	2,418.64	2,057.34	2,173.36	05.64	2,115.35	01.06	D 03.03	09.81
Passenger-train cars	197,233.64	199,031.61	158,145.96	186,576.95	17.98	172,361.46	14.24	12.43	13.45
Average cost per passenger car	638.30	629.85	561.71	583.18	04.80	575.44	10.92	15.00	13.45
Freight-train cars	652,690.53	787,605.36	566,765.12	598,310.27	05.57	582,537.69	12.04	12.35	35.58
Average cost per freight car	71.65	81.26	102.39	69.74	D 31.89	16.06	D 16.74	D 01.27	16.12
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	$396,678.20	$452,710.11	$242,069.10	$395,188.74	63.25	$318,628.92	24.50	D 01.11	12.88
Cost per 100 pounds tractive power	7.39	8.07	7.21	7.98	10.68	7.59	D 02.64	D 10.09	D 01.86
Average cost per locomotive	1,819.62	2,057.77	1,365.53	1,757.17	28.68	1,561.35	16.54	2.53	15.95
Passenger-train cars	167,178.01	162,258.04	87,739.04	151,268.05	72.41	119,503.54	39.89	21.66	18.08
Average cost per passenger car	541.03	513.47	331.86	477.81	42.69	406.33	33.15	24.41	18.08
Freight-car trains	463,098.75	593,737.14	187,045.22	390,470.47	108.76	288,757.84	60.38	21.85	56.23
Average cost per freight car	50.83	63.52	34.64	46.43	34.04	40.53	25.41	7.08	33.81
F—Statistics:									
Number of passengers carried 1 mile	161,341.874	168,653.668	126,360.498	153,092.375	21.16	139,726.436	15.47	05.35	10.15
Average rate per passenger per mile......cents	02.066	02.082	02.48	02.075	01.32	02.061	00.24	D 01.01	D 00.24
Number of tons of revenue freight carried 1 mile	612,514,656	656,378.164	418,647,867	558,844,554	33.49	488,746.210	25.32	04.84	12.35
Average rate per ton per mile............cents	01.088	01.086	01.076	01.060	D 01.49	01.068	01.87	06.98	06.78
Average revenue tons per car per mile	14.82	15.26	13.74	15.29	11.28	14.52	02.07	D 08.23	D 04.86
Average revenue tons per train per mile	250.87	259.14	252.94	253.10	00.06	253.02	D 00.85	D 07.56	D 03.97

SHRIVER EXHIBIT No. 1—Continued.

New York Central Lines.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 45.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
3. Owned—miles of first main track	11,560.00	11,601.20	11,695.07	11,827.14	11,900.25	11,931.64	11,930.52	12,000.62	11,986.38
2. Owned—miles of all main tracks	14,598.38	14,807.90	15,132.42	15,356.55	15,784.16	16,112.50	16,167.68	16,389.77	16,809.50
3. Owned—miles of all tracks	20,752.89	21,378.98	21,966.54	22,541.25	23,215.21	23,856.32	24,129.62	24,551.86	25,113.84
4. Operated—miles of first main track	11,897.15	11,988.05	12,157.23	12,335.65	12,365.18	12,406.69	12,420.61	12,574.12	12,555.62
5. Operated—miles of all main tracks	14,999.50	15,258.72	15,638.54	15,930.73	16,327.73	16,692.82	16,761.44	17,006.33	17,474.71
6. Operated—miles of all tracks	21,155.44	21,831.23	22,492.66	23,123.90	23,768.25	24,440.07	24,726.81	25,231.85	25,797.68
B—TOTAL CAPITAL OBLIGATIONS	834,114,204.00	880,072,502.00	919,509,759.00	951,728,796.00	1,026,569,516.00	1,104,233,667.00	1,132,531,730.00	1,209,005,988.00	1,269,480,539.00
Per mile owned—first main track	72,155.20	75,860.47	78,623.71	80,469.90	86,264.53	92,546.68	94,927.27	100,745.29	105,910.25
Per mile owned—all main tracks	57,137.45	59,432.63	60,764.22	61,975.43	65,037.96	68,532.73	70,049.12	73,765.89	75,521.62
Per mile owned—all tracks	40,192.68	41,165.32	41,859.56	42,221.65	44,219.70	46,286.84	46,935.33	49,242.95	50,549.04
Capital stock	289,389,738.00	290,079,806.00	287,091,856.00	303,950,626.00	333,301,426.00	333,221,113.00	334,559,828.00	376,665,882.00	379,747,618.00
Increase over previous year	....	690,068.00	D2,987,950.00	16,858,770.00	29,350,800.00	D80,313.00	1,338,715.00	42,106,054.00	3,081,736.00
Funded debt, including notes issuen for capital obligations	544,724,466.00	589,992,696.00	632,417,903.00	647,778,170.00	693,468,090.00	771,012,554.00	797,971,902.00	832,340,106.00	889,732,921.00
Increase over previous year	....	45,268,230.00	42,425,207.00	15,360,267.00	45,489,920.00	77,744,464.00	26,959,348.00	34,368,204.00	57,392,815.00
Ratio of capital stock to total capital obligations	34.69	32.94	31.22	31.94	32.47	30.18	29.54	31.15	29.91
C—PROPERTY INVESTMENT[1]	882,750,906.37	892,352,032.08	915,418,381.29	960,413,094.88	1,017,406,317.96	1,047,798,487.16	1,083,238,683.33	1,183,342,994.68	1,250,942,252.25
Per mile owned—first main track	76,362.54	76,918.94	78,273.87	81,204.17	85,494.53	87,816.80	90,795.60	98,606.82	104,363.64
Per mile owned—all main tracks	60,469.10	60,261.89	60,493.85	62,540.94	64,457.43	65,030.16	67,000.25	72,200.10	74,418.77
Per mile owned—all tracks	42,536.29	41,739.69	41,073.31	42,606.91	43,824.99	43,921.21	44,892.49	48,197.69	49,810.87
Additions to property investment account	....	9,601,125.71	23,066,349.21	44,994,713.59	56,993,223.08	30,392,169.20	35,440,196.17	100,104,311.35	67,599,257.57
D—INCOME ACCOUNT:[2]									
Total operating revenue (including outside operations)	185,572,423.53	188,295,868.46	194,824,079.33	217,150,770.08	233,759,068.47	223,762,163.67	226,817,308.68	261,111,292.33	267,803,214.13
Total operating expenses (including outside operations)	131,908,112.64	138,439,824.03	142,208,663.24	155,136,041.46	173,061,406.85	161,614,797.65	157,634,016.61	179,377,499.70	197,322,317.42
Net operating revenue (including outside operations)	53,664,310.89	49,856,044.43	52,615,416.09	62,014,728.62	60,697,661.62	62,147,366.02	69,183,292.07	81,733,792.63	70,480,896.71
Tax accruals	6,805,069.96	7,215,974.40	7,492,136.84	8,421,419.53	8,468,326.50	7,911,822.42	9,419,468.76	9,666,999.32	10,616,246.33
Operating income	46,859,240.93	42,040,070.03	45,123,279.25	53,593,309.09	52,229,335.12	54,235,543.60	59,763,823.31	72,066,793.31	59,864,650.38
Other income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Cr.	....	....	....	....	....	....	....	....	....
Joint facilities—Cr.	984,799.00	1,067,106.00	1,038,453.00	1,123,996.00	1,205,268.00	2,161,833.10	2,477,736.27	2,547,323.52	3,196,266.09

Miscellaneous rents—Cr.	1,198,685.21	1,149,662.30	1,099,680.51	1,145,746.36	1,126,568.31	931,790.36	795,498.25	676,116.13	658,851.24
Total	2,183,484.21	2,216,768.30	2,138,133.51	2,269,742.36	2,331,836.31	3,093,623.46	3,273,234.52	3,223,439.65	3,855,117.33
Deductions from income relating to operation.									
Hire of equipment—Dr.	3,331,153.50	3,554,524.70	3,396,651.94	2,573,373.19	2,147,367.94	3,883,091.53	4,560,705.96	2,570,006.61	2,449,885.47
Joint facilities—Dr.	960,554.00	1,261,702.00	933,915.00	984,582.00	1,135,499.00	2,044,917.81	2,275,687.51	2,562,213.66	2,785,042.39
Miscellaneous rents—Dr.						179,191.25	167,617.77	458,434.58	753,492.02
Total	4,291,707.50	4,816,226.70	4,330,572.94	3,557,955.19	3,382,866.94	6,107,200.59	7,006,011.24	5,590,654.85	5,988,419.88
Net operating income	44,751,017.64	40,040,611.63	42,930,839.82	52,305,096.26	51,178,304.49	51,221,966.47	56,031,046.59	69,699,578.11	57,731,347.83
Per cent on property investment	5.07	4.49	4.60	5.45	5.03	4.89	5.17	5.89	4.61
Other income	1,843,959.48	2,666,493.09	2,873,285.41	4,932,791.86	4,866,079.29	7,750,899.94	8,210,300.88	8,213,935.64	9,194,203.33
Total income	46,594,977.12	42,707,104.72	45,804,125.23	57,237,888.12	56,044,383.78	58,972,866.41	64,241,347.47	77,913,513.75	66,925,551.16
Other deductions.									
Lease of roads	12,093.26	14,707.47	24,875.40	12,718.40	12,718.40	68,805.16	69,214.11[1]	103,231.50	63,984.86
Interest deductions.									
Interest on bonded debt	22,117,821.97	22,829,320.03	23,852,634.77	25,066,314.78	26,453,009.22	29,702,379.32	30,743,956.05	32,347,683.26	33,990,289.42
Other interest	1,177,298.35	1,421,780.12	1,168,943.82	883,494.21	1,659,201.57	1,946,665.04	815,000.05	1,169,727.22	2,096,982.16
Miscellaneous other deductions	427,913.22	340,365.56	572,282.89	558,670.33	879,761.44	283,395.86	290,665.59	637,669.42	2,271,583.15
Total	23,735,126.80	24,606,173.18	25,618,736.88	26,521,197.72	29,004,690.63	32,001,245.38	31,918,844.80	34,258,311.40	38,422,839.59
Net corporate income for the year	22,859,850.32	18,100,931.54	20,185,388.35	30,716,690.40	27,039,693.15	26,971,621.03	32,322,502.67	43,655,202.35	28,502,711.57
Per cent on capital stock outstanding	7.90	6.24	7.03	10.11	8.11	8.09	9.66	11.59	7.51
Per cent of net corporate income plus interest on funded debt on total capital obligations outstanding	5.39	4.65	4.79	5.86	5.21	5.13	5.57	6.29	4.92
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	52,598,404.04	56,744,031.40	56,903,678.05	55,643,414.92	58,491,935.67	57,726,498.67	57,110,709.15	64,376,598.35	83,923,785.93
Net corporate income for the year	22,859,850.32	18,100,931.54	20,185,388.35	30,716,690.40	27,039,693.15	26,971,621.03	32,322,502.67	43,655,202.35	28,502,711.57
Miscellaneous profit and loss items—									
Net	D242,120.31	D1.457,039.30	D2,525,093.11	D813,515.42	D1,252,016.50	D518,670.93	D410,276.73	2,122,073.54	D 2,884,515.48
Total surplus	75,216,134.05	73,387,923.64	74,563,973.29	85,546,589.90	84,279,611.91	84,179,448.77	89,022,935.09	110,153,874.24	109,541,982.02
Dividends declared	15,034,220.88	15,088,078.43	15,434,388.87	15,306,230.45	18,242,054.88	17,135,682.16	17,292,175.32	23,904,119.03	23,047,775.72
Per cent on capital stock outstanding	5.20	5.20	5.38	5.04	5.47	5.14	5.17	6.35	6.07
Additions, betterments and permanent improvements appropriations	3,084,859.27	1,039,387.16	3,128,923.27	11,725,024.78	8,311,058.36	9,508,417.46	7,311,161.42	2,234,969.28	12,695,460.11
Sinking and special reserve funds appropriations	353,022.50	356,780.00	357,246.23	23,399.41		424,640.00	43,000.00	91,000.00	98,000.00
Total surplus appropriated	18,472,102.65	16,484,245.59	18,920,558.37	27,054,654.64	26,553,113.24	27,068,739.62	24,646,336.74	26,230,088.31	35,841,235.83
Unappropriated surplus carried over to the following year	56,744,031.40	56,903,678.05	55,643,414.92	58,491,935.26	57,726,498.67	57,110,709.15	64,376,598.35	83,923,785.93	73,700,746.19
Per cent of net corporate income and net profit and loss items on capital stock outstanding	7.82	5.74	6.15	9.84	7.74	7.94	9.54	12.15	6.75

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

New York Central Lines—Continued.

PROPERTY INVESTMENTS AND INCOME ACCOUNTS—Continued.

Item.	Year ending June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—Mileage:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	12,054.82	12,056.17	11,716.73	11,980.79	2.25	11,848.76	1.74	0.45	0.46
2. Owned—miles of all main tracks	16,963.70	17,055.41	15,135.88	16,488.63	8.94	15,812.25	7.28	3.50	4.06
3. Owned—miles of all tracks	25,495.49	25,755.45	21,970.97	24,629.43	12.10	23,300.20	9.42	3.84	4.90
4. Operated—miles of first main track	12,681.42	12,690.27	12,148.65	12,528.29	3.12	12,338.47	2.80	0.88	0.92
5. Operated—miles of all main tracks	17,679.80	17,778.52	15,631.04	17,135.02	9.62	16,383.03	7.92	3.59	4.17
6. Operated—miles of all tracks	26,249.02	26,671.54	22,474.29	25,289.09	12.52	23,881.69	9.91	4.03	5.71
Total capital obligations	1,297,628,016.00	1,315,206,374.00	922,398,955.40	1,202,575,988.00	30.37	1,062,487,471.70	22.13	7.33	8.78
Per mile owned—first main track	107,643.91	109,089.90	78,724.95	100,375.35	27.50	89,670.77	20.04	6.85	8.28
Per mile owned—all main track	76,494.40	77,113.74	60,941.22	72,933.65	19.68	67,193.95	13.84	3.70	4.54
Per mile owned—all tracks	50,896.37	51,065.17	41,982.62	48,826.78	16.30	45,599.93	11.62	3.36	3.70
Capital stock	364,309,912.00	364,396,258.00	300,762,690.40	357,700,870.60	18.93	329,231,780.50	10.65	D 3.28	D 3.26
Increase over previous year	D 15,437,706.00	86,346.00							
Funded debt, including notes issued for capital obligations	933,318,104.00	950,810,116.00	621,636,265.00	844,875,117.40	35.91	733,255,691.20	27.28	12.13	14.23
Increase over previous year	43,585,183.00	17,492,012.00							
Ratio of capital stock to total capital obligations	28.08	27.71	32.61	29.74		30.99	D 9.39	D 9.86	D 11.04
C—Property investment [1]	1,298,599,114.47	1,342,949,167.79	933,668,146.52	1,172,784,306.38	25.61	1,053,226,226.45	23.30	9.74	13.49
Per mile owned—first main track	107,724.47	111,391.03	79,686.75	97,888.73	22.84	88,889.15	21.19	9.25	12.97
Per mile owned—all main tracks	76,551.64	78,740.36	61,685.75	71,126.85	15.31	66,608.25	14.93	6.03	9.06
Per mile owned—all tracks	50,934.46	52,142.33	42,495.54	47,617.19	12.05	45,202.45	12.68	5.68	8.18
Additions to property invsetment account	47,656,862.22	44,350,053.32	33,663,852.90	56,238,559.30	67.06	46,205,356.45	D 3.14	D 52.39	D 55.70
D—Income account: [2]									
Total operating revenue (including outside operations)	277,916,533.23	310,192,523.11	203,920,441.97	251,482,102.41	23.32	227,701,272.19	22.05	6.44	18.76
Total operating expenses (including outside operations)	197,530,239.34	221,696,506.76	148,150,809.64	178,695,774.14	20.62	163,423,291.89	20.87	10.12	23.59
Net operating revenue (including outside operations)	80,386,293.89	88,396,016.35	55,769,632.33	72,786,328.27	30.51	64,277,980.30	25.06	D 1.65	8.15
Tax accruals	12,023,189.99	12,787,167.44	7,680,585.45	9,927,545.37	29.26	8,804,065.41	36.56	24.37	32.28
Operating income	68,363,103.90	75,608,818.91	48,089,040.88	62,858,782.90	30.71	55,473,914.89	23.23	D 5.14	4.91
Other income relating to operation									
Hire of equipment—Cr.									

Joint facilities—Cr	3,530,787.54	3,741,436.45	1,083,924.40	2,782,789.30	156.73	1,933,356.85	82.62	38.61	46.88
Miscellaneous rents—Cr	705,890.14	976,482.78	1,144,068.54	753,629.22	D 34.13	948,818.88	D 25.61	4.40	44.43
Total	4,236,677.68	4,717,919.23	2,227,992.94	3,536,418.52	58.73	2,882,205.73	46.99	31.43	46.36
Deductions from income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Dr	2,754,561.79	2,604,304.94	3,000,615.45	3,243,650.27	8.10	3,122,132.86	D 11.77	7.18	1.33
Joint facilities—Dr	3,116,730.15	3,323,764.06	1,075,250.40	2,556,918.30	137.80	1,816,084.35	71.62	21.64	29.72
Miscellaneous rents—Dr	927,249.81	933,530.24	....	497,597.09	....	248,718.54	....	102.26	103.63
Total	6,798,541.75	6,861,599.24	4,075,865.85	6,298,165.66	54.52	5,187,015.75	31.07	21.61	22.73
Net operating income	65,801,239.83	73,465,168.90	46,241,173.97	60,097,035.76	29.96	53,169,104.87	23.76	D 5.59	5.48
Per cent on property investment	5.07	5.47	4.95	5.12	3.43	5.05	0.40	D 13.92	D 7.13
Other income	9,565,373.47	8,546,354.24	3,436,521.83	8,586,942.66	149.87	6,011,732.24	59.11	16.45	4.05
Total income	75,366,618.30	82,011,523.14	49,677,695.80	68,683,978.42	38.26	59,180,837.11	27.35	D 3.27	5.26
Other deductions	....	....	....	....	....	....	....	....	....
Lease of roads	62,527.76	13,400.00	15,422.59	73,552.68	376.92	44,487.63	40.55	D 39.43	D 87.02
Interest deductions:									
Interest on funded debt	36,102,847.34	37,929,336.40	24,063,820.16	32,577,431.08	35.38	28,320,625.62	27.48	11.61	17.26
Other interest	1,940,896.36	2,321,359.16	1,262,143.61	1,593,855.96	26.28	1,427,999.79	35.92	65.93	98.45
Miscellaneous other deductions	1,901,198.26	1,376,955.05	555,798.69	1,076,902.46	93.76	816,350.57	132.89	198.15	115.94
Total	40,007,469.72	41,641,050.61	25,897,185.05	35,321,742.18	36.39	30,609,463.61	30.70	16.78	21.55
Net corporate income for the year	35,359,143.58	40,370,472.53	23,780,510.75	33,362,236.24	40.29	28,571,373.50	23.76	D 19.00	D 7.52
Per cent on capital stock outstanding	9.71	11.08	7.90	9.33	18.10	8.68	11.87	D 16.22	D 4.42
Per cent of net corporate income plus interest on funded debt on total capital obligations outstanding	5.51	5.95	5.19	5.48	5.59	5.35	2.99	D 12.40	D 5.41
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	73,700,746.19	75,427,136.12	56,076,292.74	67,367,667.66	20.14	61,721,980.20	19.41	14.48	17.17
Net corporate income for the year	35,359,143.58	40,370,472.53	23,780,510.75	33,362,236.21	40.29	28,571,373.50	23.76	D 19.00	D 7.52
Miscellaneous profit and loss items—net	D 6,675,465.92	D 6,720,064.19	D 1,257,956.93	D 1,673,371.10	33.02	D 1,465,664.02	355.46	....	....
Total surplus	102,384,423.85	109,077,544.46	78,598,846.56	99,056,532.80	26.03	88,827,689.68	15.26	D 7.05	D 0.98
Dividends declared	21,803,521.87	19,806,628.26	15,820,994.70	20,636,654.82	30.44	18,228,824.76	19.61	D 8.79	D 17.14
Per cent on capital stock outstanding	5.98	5.44	5.26	5.77	9.69	5.54	7.96	D 5.83	D 14.33
Additions, betterments, and permanent improvements appropriations	2,631,949.26	1,566,755.43	5,457,850.57	6,876,391.51	25.99	6,167,121.04	D 57.32	17.76	D 29.90
Sinking and special reserve funds appropriations	2,521,816.60	900,491.21	218,089.63	635,691.32	191.48	426,890.48	490.74	2,671.23	889.55
Total surplus appropriated	26,957,287.73	22,273,874.90	21,496,934.90	28,148,737.65	30.94	24,822,836.28	8.60	2.77	D 15.08
Unappropriated surplus carried over to the following year	75,427,136.12	86,803,669.56	57,101.911.66	70,907,795.15	24.18	64,004,853.40	17.85	D 10.12	3.43
Per cent of net corporate income and net profit and loss items on capstal stock outstanding	7.87	9.23	7.49	8.85	18.29	8.23	D 4.37	D 35.23	D 24.03

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts equipment loaned, Cr., and equipment borrowed, Dr., have been adjusted through expenses and ncome, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

New York Central Lines—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 46.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
A—REVENUES:									
Freight revenue	126,670,005.77	126,622,205.30	131,197,476.00	148,051,157.00	160,058,385.00	145,975,670.00	147,608,131.00	174,166,288.00	175,631,914.00
Passenger revenue	46,503,294.71	47,828,917.66	48,863,077.00	52,275,709.00	56,500,416.00	56,325,312.00	56,902,142.00	62,570,531.00	66,176,308.00
Mail revenue	5,574,480.28	6,259,073.55	6,230,664.00	6,867,030.00	6,853,408.00	6,275,629.00	6,351,069.00	6,126,083.00	6,176,950.00
Express revenue	4,659,368.52	5,251,330.22	5,391,328.00	6,135,139.00	6,418,602.00	7,562,900.00	7,503,678.00	8,463,561.00	8,955,499.00
Other transportation revenue	660,160.23	678,258.51	736,488.00	868,523.00	920,840.00	834,135.00	971,275.00	1,073,241.00	1,120,628.00
Revenue from operations other than transportation	1,505,114.02	1,656,083.22	2,405,046.33	2,953,212.08	3,007,417.47	1,857,800.14	2,205,627.28	2,455,768.99	3,104,691.50
Outside operations						4,930,717.53	5,269,386.40	6,255,819.34	6,637,223.63
Total operating revenue	185,572,423.53	188,295,868.46	194,824,079.33	217,150,770.08	233,759,068.47	218,831,446.14	221,547,922.28	254,855,472.99	261,165,990.50
Per mile operated—first main track	15,598.06	15,706.96	16,025.37	17,603.54	18,904.62	17,638.18	17,837.12	20,268.25	20,800.72
Per mile operated—all main tracks	12,371.91	12,340.21	12,457.95	13,630.94	14,316.69	13,109.32	13,217.71	14,933.23	14,945.37
Per mile operated—all tracks	8,771.85	8,625.07	8,661.67	9,390.75	9,834.93	8,953.80	8,959.83	10,100.55	10,123.62
B—EXPENSES:									
Maintenance of way and structures	32,094,393.97	29,735,395.82	30,415,002.79	32,146,560.58	34,292,690.40	29,387,016.56	27,247,088.22	32,664,231.70	36,714,849.47
Per mile operated—first main track	2,697.65	2,480.42	2,501.80	2,605.99	2,773.33	2,368.64	2,193.70	2,597.74	2,924.18
Per mile operated—all main tracks	2,139.70	1,948.75	1,944.87	2,017.90	2,100.27	1,760.46	1,625.58	1,913.96	2,101.03
Per mile operated—all tracks	1,517.08	1,362.06	1,352.22	1,390.19	1,442.79	1,202.42	1,101.92	1,294.56	1,423.18
Ratio to total operating revenue	17.29	15.79	15.61	14.80	14.67	13.43	12.30	12.82	14.06
Ratio to total operating expenses	24.33	21.48	21.39	20.72	19.82	18.75	17.88	18.89	19.26
Maintenance of equipment	26,050,726.89	30,244,662.44	32,440,905.62	35,852,802.83	38,774,329.68	30,896,551.58	35,086,554.40	38,619,580.79	41,743,384.61
Ratio to total operating revenue	14.04	16.06	16.65	16.51	16.59	14.12	15.83	15.15	15.98
Ratio to total operating expenses	19.75	21.85	22.81	23.11	22.40	19.72	23.03	22.33	21.90
Traffic expenses	Included with transportation expenses, not separable first 5 years.								
Ratio to total operating revenue									
Ratio to total operating expenses									
Transportation expenses	69,934,416.29	74,304,977.18	74,893,317.00	82,022,397.03	94,673,927.72	91,830,887.84	85,378,282.77	96,490,092.21	105,986,770.18
Ratio to total operating revenue	37.69	39.46	38.44	37.77	40.50	41.96	38.54	37.86	40.58
Ratio to total operating expenses	53.02	53.67	52.66	52.87	54.71	58.60	56.04	55.78	55.60
General expenses	3,825,575.49	4,154,788.59	4,459,437.83	5,114,281.02	5,320,459.05	4,595,267.64	4,652,842.96	5,193,912.88	6,170,126.47
Ratio to total operating revenue	2.06	2.21	2.29	2.36	2.28	2.10	2.10	2.04	2.36
Ratio to total operating expenses	2.90	3.00	3.14	3.30	3.07	2.93	3.05	3.00	3.24
Outside operations						4,905,074.03	5,269,248.26	6,409,682.12	6,707,186.69

Total operating expenses	131,908,112.64	138,439,824.03	142,208,663.24	155,136,041.46	173,061,406.85	156,709,723.62	152,564,768.35	172,967,817.58	190,615,130.73
Ratio to total operating revenue	71.08	73.52	72.99	71.44	74.01	71.61	68.77	67.87	72.98
Ratio to total operating expenses									
C—Taxes:									
Per mile owned—first main track	588.67	622.00	640.62	712.04	711.61	663.10	789.53	805.54	885.69
Per mile owned—all main tracks	466.15	487.31	495.11	548.39	536.51	491.04	582.61	589.82	631.56
Per mile owned—all tracks	327.91	337.53	341.07	373.60	364.77	331.64	390.37	393.74	422.73
Ratio to total operating revenue	3.67	3.83	3.85	3.88	3.62	3.62	4.25	3.79	4.06
D—Repairs, renewals, and depreciation of equipment:[1]									
Steam locomotives	8,352,794.51	8,889,051.04	8,869,216.68	9,632,858.79	11,025,573.20	9,561,604.17	9,518,731.55	11,459,441.43	12,258,837.85
Cost per 100 pounds tractive power	11.47	11.78	10.57	9.81	9.39	7.52	7.20	8.17	8.06
Average cost per locomotive	2,528.03	2,645.29	2,540.11	2,542.77	2,577.07	2,186.84	2,105.60	2,466.16	2,561.04
Passenger-train cars	2,766,500.76	2,616,288.87	2,294,034.83	2,958,119.76	3,407,454.21	2,792,726.24	2,583,779.39	3,224,924.05	3,203,380.72
Average cost per passenger car	829.78	765.67	665.73	841.27	920.68	715.53	658.29	811.71	780.74
Freight-train cars	7,282,038.03	9,835,623.59	10,724,963.90	12,415,139.19	12,434,963.05	10,487,507.06	14,985,064.99	14,726,961.19	16,162,480.59
Average cost per freight car	60.73	81.45	86.95	90.67	84.89	67.13	99.14	90.22	94.53
E—Repairs of equipment (excluding renewals and depreciation):[1]									
Steam locomotives	Not separable first five years.					9,376,308.54	8,695,820.51	10,118,918.77	10,965,772.50
Cost per 100 pounds tractive power						7.37	6.58	7.21	7.22
Average cost per locomotive						2,144.46	1,923.57	2,177.67	2,290.90
Passenger-train cars						2,722,526.35	2,452,494.48	2,855,110.85	2,982,018.01
Average cost per passenger car						697.55	624.81	718.63	726.79
Freight-train cars						9,916,801.13	12,478,376.25	12,256,255.01	13,821,297.63
Average cost per freight car						63.48	82.55	75.08	80.84
F—Statistics:									
Number of passengers carried 1 mile	2,471,102,416	2,552,475,104	2,675,380,681	2,831,506,904	3,079,732,363	3,093,669,479	3,115,567,605	3,434,129,404	3,561,235,232
Average rate per passenger per mile (costs)	1.882	1.874	1.826	1.846	1.835	1.821	1.826	1.822	1.858
Number of tons of revenue freight carried 1 mile	20,723,729,613	20,275,596,210	21,725,860,852	24,930,121,719	26,596,413,931	24,276,976,202	24,563,859,964	28,823,135,107	28,832,168,458
Average rate per ton per mile (cents)	0.611	0.625	0.601	0.594	0.602	0.601	0.602	0.604	0.609
Average revenue tons per car per mile	11.654	11.565	11.958	12.470	13.151	12.247	11.955	12.942	12.554
Average revenue tons per train per mile	400.672	396.918	418.801	453.699	465.986	434.590	443.024	469.085	466.162

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[1] Figures D and E include expenses of New York Central & Hudson River, Lake Shore & Michigan Southern, Michigan Central, and Cleveland, Cincinnati, Chicago & St. Louis only. No depreciation accounts kept up to 1913.

SHRIVER EXHIBIT No. 1—Continued.

New York Central Lines—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$183,212,656.00	$208,374,450.47	$138,519,845.81	$165,318,931.80	19.35	$151,919,388.81	20.60	5.19	19.64
Passenger revenue	67,701,682.00	72,112,335.45	50,394,282.88	61,935,195.00	22.90	56,164,738.94	20.54	8.20	15.25
Mail revenue	6,080,174.00	5,942,996.56	6,356,931.16	6,201,981.00	D 2.44	6,279,456.08	D 3.28	D 0.76	D 2.99
Express revenue	9,130,855.00	10,231,174.14	5,571,153.55	8,324,498.60	49.42	6,947,826.07	31.42	7.88	20.88
Other transportation revenue	1,126,776.00	1,191,049.21	772,853.95	1,025,211.00	32.65	899,032.47	25.33	4.99	10.98
Revenue from operations other than transportation	3,367,200.74	3,774,339.03	2,305,374.62	2,598,217.73	12.70	2,451,796.18	37.34	37.11	53.69
Outside operations	7,297,189.49	8,466,178.25		6,078,087.28				16.65	35.33
Total operating revenue	270,619,343.74	301,626,344.86	203,920,441.97	245,404,035.13	20.34	224,662,238.55	20.46	6.19	18.35
Per mile operated—first main track	21,334.78	23,768.32	16,785.44	19,587.99	16.70	18,208.27	17.17	5.26	17.66
Per mile operated—all main tracks	15,306.70	16,965.77	13,015.87	14,321.78	9.78	13,713.11	11.62	2.50	13.61
Per mile operated—all tracks	10,309.69	11,308.92	9,073.50	9,703.95	6.95	9,407.30	9.59	2.07	11.96
B—EXPENSES:									
Maintenance of way and structures	33,513,296.03	39,171,549.75	31,736,808.71	31,905,296.40	0.53	31,821,052.55	5.32	2.60	19.92
Per mile operated—first main track	2,642.08	3,086.74	2,612.37	2,546.66	D 2.52	2,579.01	2.45	1.71	18.82
Per mile operated—all main tracks	1,895.57	2,203.31	2,030.37	1,861.99	D 8.29	1,942.32	D 2.41	D 0.9[illegible]	15.12
Per mile operated—all tracks	1,276.74	1,468.66	1,412.14	1,261.62	D 10.66	1,332.45	D 4.18	D 1.38	13.45
Ratio to total operating revenue	12.38	12.99	15.56	13.00		14.16			
Ratio to total operating expenses	17.59	18.33	21.42	18.48		19.84			
Maintenance of equipment	44,723,499.21	53,420,736.58	32,672,685.49	38,213,914.12	16.96	35,443,299.81	26.18	15.81	38.33
Ratio to total operating revenue	16.53	17.71	16.02	15.57		15.78			
Ratio to total operating expenses	23.48	24.99	22.05	22.14		22.10			
Traffic expenses									
Ratio to total operating revenue			Included with transportation expenses, not separable first 5 years.						
Ratio to total operating expenses									
Transportation expenses	106,235,587.59	114,756,478.31	79,165,807.05	97,184,324.11	22.76	88,175,065.58	20.48	10.10	18.93
Ratio to total operating revenue	39.26	38.04	38.82	39.60		39.25			
Ratio to total operating expenses	55.77	53.68	53.44	56.30		54.97			
General expenses	6,024,936.01	6,422,161.53	4,575,508.39	5,327,423.19	16.43	4,951,465.79	21.68	16.00	23.65
Ratio to total operating revenue	2.22	2.13	2.25	2.17		2.20			
Ratio to total operating expenses	3.16	3.00	3.09	3.08		3.09			
Outside operations	7,032,890.50	7,925,580.59		6,034,816.32				9.72	23.65
Total operating expenses	190,497,348.84	213,770,926.17	148,150,809.64	172,630,937.82	16.52	160,390,883.73	18.77	10.13	23.59
Ratio to total operating revenue	70.39	70.87	72.65	70.34		71.39			
Ratio to total operating expenses									

C—TAXES:									
Per mile owned—first main track	997.38	1,070.63	655.52	828.62	26.41	743.04	34.23	23.82	31.67
Per mile owned—all main tracks	708.76	749.74	507.44	602.08	18.63	556.79	27.29	20.17	27.11
Per mile owned—all tracks	471.58	496.48	349.26	403.08	15.41	377.85	24.81	19.77	26.09
Ratio to total operating revenue	4.44	4.24	3.77	4.05	0.28	3.92	0.52	0.65	11.87
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:[1]									
Steam locomotives	13,787,404.54	16,369,462.41	9,353,898.84	11,317,203.91	20.99	10,335,551.38	33.40	20.31	42.85
Cost per 100 pounds tractive power	8.87	9.98	10.44	8.00	D 23.37	8.95	D 0.90	8.57	22.15
Average cost per locomotive	2,851.58	3,301.63	2,566.93	2,443.27	D 4.82	2,497.72	14.17	15.63	33.88
Passenger-train cars	3,483,564.82	3,954,674.89	2,808,491.69	3,057,675.04	8.87	2,933,083.37	18.74	8.02	22.63
Average cost per passenger car	858.02	905.79	808.34	765.76	D 5.03	784.67	9.35	5.71	11.59
Freight-train cars	15,823,547.39	19,914,819.22	10,538,545.55	14,437,112.64	36.99	12,487,879.10	26.71	7.45	35.23
Average cost per freight car	91.30	106.10	81.39	88.58	8.83	85.40	6.91	1.20	17.60
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):[1]									
Steam locomotives	11,258,649.34	13,240,964.39		10,083,093.93				11.26	30.85
Cost per 100 pounds tractive power	7.24	8.07		7.13				0.42	11.93
Average cost per locomotive	2,378.57	2,670.63		2,566.93				6.93	22.64
Passenger-train cars	2,925,854.63	3,178,033.34		2,808,491.69				2.48	11.31
Average cost per passenger car	770.65	727.91		698.19				0.28	1.29
Freight-train cars	11,398,059.76	14,882,624.37		11,974,157.93				D 7.00	21.43
Average cost per freight car	65.76	79.29		73.47				D 12.41	5.61
F—STATISTICS:									
Number of passengers carried 1 mile	3,602,955,205	3,790,834,522	2,722,039,494	3,361,511,385	23.49	3,041,775,439	18.45	4.92	10.39
Average rate per passenger per mile (cents)	1.879	1.902	1.851	1.842	D 0.49	1.846	1.79	3.13	4.39
Number of tons of revenue freight carried 1 mile	29,689,205,918	34,424,312,942	22,850,344,465	27,237,059,130	19.70	25,043,706,797	18.55	3.00	19.43
Average rate per ton per mile (cents)	0.617	0.605	0.603	0.607	0.17	0.607	1.65	2.15	0.17
Average revenue tons per car per mile	12.945	13.760	12.194	12.547	2.89	12.383	4.54	0.02	6.37
Average revenue tons per train per mile	485.479	536.922	428.382	460.462	7.49	445.250	9.04	3.49	14.46

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[1] Figures D and E include expenses of New York Central & Hudson River, Lake Shore & Michigan Southern, Michigan Central, and Cleveland, Cincinnati, Chicago & St. Louis only. No depreciation accounts kept up to 1913.

SHRIVER EXHIBIT No. 1—Continued.

The New York, New Haven & Hartford R. R. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 47.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	2,007.52	2,002.85	2,046.44	2,002.94	2,006.23	2,002.52	1,998.39	1,996.43	1,995.51
2. Owned—miles of all main tracks	2,815.31	2,817.71	2,879.27	2,875.48	2,897.61	2,919.75	2,959.67	2,957.23	2,980.49
3. Owned—miles of all tracks	4,026.53	4,048.74	4,154.97	4,150.71	4,206.83	4,238.57	4,319.43	4,360.31	4,394.68
4. Operated—miles of first main track	2,007.52	2,002.85	2,046.41	2,002.94	2,006.23	2,002.52	1,998.39	1,996.43	1,995.51
5. Operated—miles of all main tracks	2,815.31	2,817.71	2,879.27	2,875.48	2,897.61	2,919.75	2,959.67	2,957.23	2,980.49
6. Operated—miles of all tracks	4,026.53	4,048.74	4,154.97	4,150.71	4,206.83	4,238.57	4,319.43	4,360.31	4,394.68
B—TOTAL CAPITAL OBLIGATIONS:	156,236,743.38	186,413,693.38	209,722,993.38	249,365,033.38	362,762,954.00	372,844,450.00	386,635,975.00	424,913.034.00	455,141.859.00
Per mile owned—first main track	77,825.75	93,074.22	102,483.37	124,499.50	180,818.23	186,187.63	193,473.73	212,836.45	228,082.98
Per mile owned—all main tracks	55,495.39	66,157.87	72,838.95	86,721.19	125,193.85	127,697.39	130,634.83	143,686.17	152,707.06
Per mile owned—all tracks	38,801.83	46,042.40	50,475.21	60,077.68	86,231.90	87,964.68	89,510.88	95,386.12	103,566.55
Capital stock	96,283,243.38	105,936,493.38	104,197,493.38	106,165,968.38	143,704,900.00	120,209,500.00	122,808,900.00	166,720,200.00	200,925,200.00
Increase over previous year	16,643,250.00	9,653,250.00	D1,739,000.00	1,968,475.00	37,538,931.62	D23,495,400.00	2,599,400.00	43,911,300.00	34,205,000.00
Funded debt, including notes issued for capital obligations	59,953,500.00	80,477,200.00	105,525,500.00	143,199,065.00	219,058,054.00	252,634,950.00	263,827,075.00	258,192,864.00	254,216,659.00
Increase over previous year	D16,986,900.00	20,523,700.00	25,048,300.00	37,673,565.00	75,858,989.00	33,576,896.00	11,192,125.00	D5,634,211.00	D3,976,205.00
Ratio of capital stock to total capital obligations, per cent	.6163	.5683	.4968	.4257	.3961	.3224	.3176	.3924	.4415
C—PROPERTY INVESTMENT [1]	168,203,101.23	172,051,548.20	192,834,898.67	202,569,335.00	218,464,219.53	230,051.816.54	242,665,123.12	251,839,297.30	259,755,487.00
Per mile owned—first main track	83,786.51	85,918.34	94,230.82	101,136.00	108,892.91	114,881.16	121,430.31	126,144.82	130,169.98
Per mile owned—all main tracks	59,745.85	61,071.42	66,973.54	70,447.14	75,394.63	78,791.61	81,990.60	85,160.54	87,151.94
Per mile owned—all tracks	44,773.71	42,502.49	46,410.66	48,803.54	51,930.84	54,275.81	56,179.83	57,757.20	59,106.80
Additions to property investment account	4,616,433.37	3,878,446.97	20,753,350.47	9,734,436.33	15,894,884.53	11,587,597.01	12,613,306.58	9,174,274.18	7,916,189.70
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	46,932,331.60	47,889,482.68	49,535,195.27	52,549,636.90	55,199,638.06	54,883,375.03	56,370,723.79	62,916,974.17	64,457,068.03
Total operating expenses, including outside operations	33,353,016.93	33,677,608.72	33,872,317.08	34,245,662.24	36,534,841.36	38,408,368.37	36,889,092.84	39,604,052.87	41,802,473.19
Net operating revenue, including outside operations	13,579,314.67	14,211,873.96	15,662,878.19	18,303,974.66	18,664,696.70	16,475,006.66	19,481,630.95	23,312,921.80	22,654,594.84
Tax accruals	2,385,389.52	2,455,434.27	2,659,623.95	2,810,729.09	2,956,593.84	3,338,305.83	3,446,125.98	3,983,377.01	3,578,363.15

Operating income	11,193,925.15	11,756,439.69	13,003,254.24	15,493,245.57	15,708,102.86	13,136,700.83	16,035,504.97	19,329,544.79	19,076,231.69
Other income relating to operation									
Hire of equipment—Cr								1,055.42	409,802.11
Joint facilities—Cr						1,991.10	3,082.20	3,082.20	5,462.64
Miscellaneous rents—Cr., and lease of roads	363,745.91	393,426.52	446,752.50	434,685.46	402,398.26	361,467.48	347,059.74	329,013.03	351,225.02
Total	11,557,671.06	12,149,866.21	13,450,006.74	15,927,931.03	16,110,501.12	13,500,159.41	16,385,646.91	19,662,725.44	19,842,721.46
Deductions from income relating to operation									
Hire of equipment—Dr	1,229,985.22	1,094,539.72	1,555,753.37	605,400.55	895,036.44	1,055,188.63	460,430.13		
Joint facilities—Dr	372,021.39	387,062.26	404,952.16	371,523.74	420,203.91	1,436,558.54	1,779,151.20	1,474,395.00	1,635,768.52
Miscellaneous rents—Dr						200,074.14	199,130.11	228,034.76	238,366.22
Total	1,602,006.61	1,481,601.98	1,960,705.53	976,924.29	1,315,240.35	2,691,821.31	2,438,711.44	1,702,429.76	1,874,134.74
Net operating income	9,955,664.45	10,668,264.23	11,489,301.21	14,951,006.74	14,795,260.77	10,808,338.10	13,946,935.47	17,960,295.68	17,968,586.72
Per cent on property investment	.0592	.062	.0596	.0738	.0677	.047	.0575	.0713	.0692
Other income	499,733.24	843,015.71	1,223,451.79	2,172,190.73	3,643,882.61	7,238,908.59	7,887,661.80	7,814,138.88	7,610,467.87
Total income	10,455,397.69	11,511,279.94	12,712,753.00	17,123,197.47	18,439,143.38	18,047,246.69	21,834,597.27	25,774,434.56	25,579,054.59
Other deductions									
Lease of roads	2,424,495.92	2,332,345.74	2,153,715.57	2,022,785.41	2,001,496.63	2,804,075.37	2,135,889.31	2,457,577.65	1,861,790.36
Interest deductions	1,189,964.73	1,059,661.35	1,867,857.49	3,005,792.83	4,949,493.15	7,556,045.07	10,424,931.76	10,677,458.75	10,710,388.97
Miscellaneous other deductions				7,773.36	19,877.07	147,666.60	23,142.72	10,489.81	5,000.00
Total	3,614,460.65	3,392,007.09	4,021,573.06	5,036,351.66	6,970,866.85	10,507,787.04	12,583,963.79	13,145,526.21	12,577,179.33
Net corporate income for the year	6,840,937.04	8,119,272.85	8,691,179.94	12,086,845.81	11,468,276.53	7,539,459.65	9,250,633.48	12,628,908.35	13,001,875.26
Per cent on capital stock outstanding	.0710	.0766	.0834	.1138	.0798	.0627	.0753	.0757	.0647
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	13,498,845.16	13,819,565.66	14,649,036.67	15,118,597.86	13,080,879.05	17,728,491.98	12,850,786.00	12,989,738.84	14,184,469.73
Net corporate income for the year	6,840,937.04	8,119,272.85	8,691,179.94	12,086,845.81	11,468,276.53	7,539,459.65	9,250,633.48	12,628,908.35	13,001,875.26
Miscellaneous profit and loss items—net	112,186.71	741,163.03	161,508.75	3,213,708.03	5,435,908.68	D781,749.14	592,565.86	159,017.10	1,346,301.68
Total surplus	20,451,968.91	22,680,001.54	23,501,725.36	30,419,241.76	29,985,064.26	24,486,202.49	22,693,985.34	25,777,664.29	28,532,646.67
Dividends declared	6,632,403.25	8,030,964.87	8,383,127.50	8,372,127.02	9,256,572.28	10,056,152.50	9,704,246.50	11,593,194.56	14,269,415.25
Per cent on capital stock outstanding	.0689	.0758	.0804	.0789	.0644	.0837	.079	.0695	.071
Additions, betterments, and permanent improvements appropriations				8,564,416.74	3,000,000.00	1,579,263.99			
Sinking and special reserve funds appropriations				401,818.95					
Total surplus appropriated	6,632,403.25	8,030,964.37	8,383,127.50	17,338,362.71	12,256,572.28	11,635,416.49	9,704,246.50	11,593,194.56	14,269,415.25
Unappropriated surplus carried over to the following year	13,819,565.66	14,649,036.67	15,118,597.86	13,080,879.05	17,728,491.98	12,850,786.00	12,989,738.84	14,184,469.73	14,263,231.42

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account. Does not include cost of steamships, street railways, and other properties nor investments in stocks and bonds.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The New York, New Haven & Hartford R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	1,994.71	1,995.45	2,013.19	1,997.51	D 0078	2,005.35	D 0053	D 0009	D 0006
2. Owned—miles of all main tracks	2,998.97	3,024.27	2,857.08	2,963.22	0371	2,910.15	0305	0141	0227
3. Owned—miles of all main tracks	4,412.72	4,482.22	4,117.56	4,345.14	0553	4,231.35	0429	0120	0280
4. Operated—miles of first main track	1,994.71	1,905.45	2,013.19	1,997.51	D 0078	2,005.35	D 0053	D 0009	D 0005
5. Operated—miles of all main tracks	2,998.97	3,024.27	2,857.08	2,963.22	0371	2,910.15	0305	0141	0227
6. Operated—miles of all tracks	4,412.72	4,482.22	4,117.56	4,345.14	0553	4,231.35	0429	0120	0280
B—TOTAL CAPITAL OBLIGATIONS	457,666,350.00	442,345,850.00	232,900,283.50	419,440,339.60	8009	326,170,311.55	4032	0770	0410
Per mile owned—first main track	221,440.04	221,677.24	115,687.18	209,981.59	8151	162,650.07	4106	0780	0411
Per mile owned—all main tracks	152,607.85	146,265.33	81,516.89	141,548.83	7364	112,080.24	3616	0621	0179
Per mile owned—all tracks	103,715.25	98,689.01	56,562.69	96,530.91	7066	77,084.22	3455	0873	0346
Capital stock	201,288,000.00	178,576,800.00	111,257,619.70	162,390,360.00	4596	136,823,989.85	4711	2073	0711
Increase over previous year	362,800.00	D22,711,200.00	12,812,981.32	11,516,620.00	D 1012	12,164,800.66	D 9702	D 9917	D 15172
Funded debt, including notes issued for capital obligations	256,378,350.00	263,769,050.00	121,642,663.80	257,049,979.60	11132	189,346,321.70	3540	D 0070	0216
Increase over previous year	2,161,691.00	7,390,700.00	28,423,531.00	7,464,059.00	D 7374	17,943,795.00	D 8795	13837	23118
Ration of capital stock to total capital obligations, per cent	.4398	.4037	.4777	.3872	D 1894	4195	0484	1208	0288
C—PROPERTY INVESTMENT [1]	261,437,183.61	266,653,130.61	190,830,620.53	249,149,781.51	3056	219,990,201.02	1884	0778	0588
Per mile owned—first main track	131,065.26	133,630.57	94,790.17	124,730.18	3159	109,701.65	1947	0390	0593
Per mile owned—all main tracks	87,175.66	88,171.07	66,792.19	84,080.76	2588	75,594.11	1532	0237	0354
Per mile owned—all tracks	59,246.27	59,491.31	46,345.56	57,339.87	2372	51,990.55	1396	0258	0301
Additions to property investment account	1,681,696.61	5,215,947.00	10,975,510.33	8,594,612.82	D 2169	9,785,061.58	D 8281	D 8167	D 4315
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	67,359,218.56	70,215,979.34	50,421,236.90	61,197,471.91	2137	55,809,354.40	2070	0706	1160
Total operating expenses, including outside operations	43,142,016.29	48,184,368.03	34,326,689.26	39,969,200.61	1640	37,152,944.93	1613	0893	2167
Net operating revenue, including outside operations	24,217,202.27	22,031,611.31	16,084,547.64	21,228,271.30	3198	18,656,409.47	2986	0388	D 0550
Tax accruals	3,792,872.34	3,714,755.98	2,653,554.13	3,627,808.86	3672	3,140,681.50	2077	D 0478	D 0674
Operating income	20,424,329.93	18,216,855.33	13,430,993.51	17,600,462.44	3104	15,515,727.97	3164	0566	D 0529
Other income relating to operation									

Hire of equipment—Cr.	472,409.02	230,630.82		176,653.31	10000	88,326.65	43484	4466029	2175200
Joint facilities—Cr.	5,462.65	58,706.22		3,816.16	10000	1,908.08	18105	7723	180469
Miscellaneous rents—Cr., and lease of roads	440,107.05	443,610.83	408,201.73	365,780.46	D 1039	386,991.10	1372	3375	3482
Total	21,342,208.65	19,049,803.20	13,839,195.24	18,146,712.37	3113	15,992,953.80	3345	0854	D 0312
Deductions from income relating to operation.									
Hire of equipment—Dr.			1,076,143.06	303,123.74	D 7183	689,633.40	D 10000		
Joint facilities—Dr.	1,937,552.92	2,218,029.18	391,152.69	1,652,685.24	32226	1,021,918.96	8959	3141	5051
Miscellaneous rents—Dr.	244,967.15	173,113.87		222,114.48	10000	111,057.24	12058	0742	D 2408
Total	2,182,520.07	2,391,143.05	1,467,295.75	2,177,923.46	4842	1,822,609.60	1975	2820	4045
Net operating income	19,159,788.58	16,658,660.15	12,371,899.49	15,968,788.91	2307	14,170,344.20	2604	0668	D 0725
Per cent on property investment	.0733	.0625	.0648	.0641	D 0108	.0644	1382	0280	D 1234
Other income	8,524 461.42	8,420,802.68	1,676,454.82	7,815,127.71	36617	4,745,791.26	7962	0909	0776
Total income	27,684,250.00	25,079,462.83	14,048,354.31	23,783,916.62	6930	18,916,135.46	4635	0741	D 0270
Other deductions									
Lease of roads	1,859,480.90	1,891,377.58	2,186,967.85	2,223,762.72	2168	2,205,365.29	D 1568	D 2434	D 2304
Interest deductions	10,513,119.09	11,029,129.09	2,414,553.92	9,970,388.73	31318	6,195,471.33	6969	D 0154	0329
Miscellaneous other deductions	171,901.41	1,492,336.67	5,530.09	71,640.10	119546	38,585.09	34551	153874	1412654
Total	12,544,501.40	14,412,843.34	4,607,051.86	12,271,791.55	16635	8,439,421.71	4864	D 0457	0964
Net corporate income for the year	15,139,748.60	10,666,619.49	9,441,302.45	11,512,125.07	2193	10,476,713.75	4451	1196	D 1554
Per cent on capital stock outstanding	.0752	.0597	.0848	.0703	D 1639	.0766	D 0183	D 0066	D 2114
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	14,263,231.42	12,563,687.26	14,033,384.88	14,403,343.59	0263	14,218,364.24	0031	0980	D 0326
Net corporate income for the year	15,139,748.60	10,666,619.49	9,441,302.45	11,512,125.07	2193	10,476,713.75	4451	1196	D 1554
Miscellaneous profit and loss items—net	D 769,554.76	D 94,588.48	1,932,913.05	109,316.15	D 9424	1,021,114.60	D 17526	D 58394	D 15948
Total surplus	28,633,425.26	23,135,718.27	25,407,600.38	26,024,784.81	0243	25,716,192.59	1134	0720	D 1025
Dividends declared	16,069,738.00	15,230,944.77	8,135,038.98	12,338,549.36	5167	10,236,794.17	5698	3861	3138
Per cent on capital stock outstanding	.0798	.0853	.0731	.0759	0383	.0748	0668	1482	2273
Additions, betterments, and permanent improvements appropriations			2,312,883.85	315,852.80	D 8634	1,314,368.08	D 10000		
Sinking and special reserve funds appropriations			80,363.79		10000	40,181.89	D 10000		
Total surplus appropriated	16,069,738.00	15,230,944.77	10,528,286.12	12,654,402.16	2019	11,591,344.14	3864	3861	3138
Unappropriated surplus carried over to the following year	12,563,687.26	7,904,773.50	14,879,314.26	13,370,352.65	D 1014	14,124,848.45	D 1105	D 1143	D 4427

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account. Does not include cost of steamships, street railways, and other properties nor investments in stocks and bonds.

[2] Adjustments to cover hired equipment car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciations have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The New York, New Haven & Hartford R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 48.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$23,795,666.06	$24,296,961.96	25,162,885.68	$27,080,422.73	$28,156,354.79	$25,281,434.85	$26,595,969.67	$30,110,588.30	$30,329,092.32
Passenger revenue	19,271,634.68	19,597,010.00	20,008,579.78	21,128,927.90	22,263,434.51	23,003,115.95	22,852,741.77	24,885,864.74	26,212,670.51
Mail revenue	655,157.86	665,182.66	670,534.89	790,880.61	788,650.05	740,612.14	741,150.17	645,571.89	646,845.95
Express revenue	1,582,486.44	1,549,731.25	1,655,257.22	1,898,281.86	2,137,315.37	2,176,916.71	2,337,943.42	3,029,967.47	2,865,646.79
Other transportation revenue	322,904.13	305,077.26	361,375.26	355,114.70	420,956.95	588,604.25	634,773.87	717,103.68	688,153.00
Revenue from operations other than transportation	53,163.85	50,768.73	46,885.59	50,394.44	53,904.62	1,259,463.38	1,185,052.07	1,304,571.47	1,411,026.23
Revenue from outside operations	1,251,318.53	1,424,750.82	1,629,676.85	1,245,614.66	1,378,921.77	1,833,227.77	2,023,092.82	2,223,306.62	2,303,633.23
Total operating revenue	46,932,331.60	47,889,482.68	49,535,195.27	52,549,636.90	55,199,538.06	53,050,147.26	54,347,630.97	60,693,667.55	62,153,434.80
Per mile operated—first main track	23,378.26	23,919.67	24,205.90	26,236.25	27,514.06	26,491.69	27,195.71	30,401.10	31,146.64
Per mile operated—all main tracks	16,670.40	16,995.89	17,204.08	18,275.08	19,050.02	18,169.41	18,362.73	20,523.82	20,853.43
Per mile operated—all tracks	11,655.78	11,828.24	11,921.91	12,660.40	13,121.41	12,516.05	12,582.13	13,919.58	14,142.88
B—EXPENSES:									
Maintenance of way and structures	6,237,722.02	5,467,201.02	5,168,709.32	5,614,978.12	5,479,089.15	5,938,620.85	6,130,606.46	7,132,375.64	6,980,036.18
Per mile operated—first main track	3,107.18	2,729.71	2,525.74	2,803.37	2,731.04	2,965.57	3,067.77	3,572.56	3,497.87
Per mile operated—all main tracks	2,215.64	1,940.30	1,795.15	1,952.71	1,890.90	2,033.95	2,071.38	2,411.84	2,341.91
Per mile operated—all tracks	1,549.16	1,350.35	1,243.93	1,352.78	1,302.43	1,401.09	1,419.31	1,635.75	1,588.29
Ratio to total operating revenue	1329	1141	1043	1069	0993	1119	1128	1175	1123
Ratio to total operating expenses	1870	1623	1526	1640	1500	1572	1700	1843	1707
Maintenance of equipment	4,189,918.92	4,703,872.78	5,087,965.54	1,668,524.66	5,638,784.42	6,532,046.39	5,906,356.68	6,461,772.22	7,193,424.77
Ratio to total operating revenue	0893	0983	1027	1078	1021	1231	1087	1064	1157
Ratio to total operating expenses	1256	1397	1502	1655	1543	1729	1637	1670	1759
Traffic expenses						311,224.06	308,999.73	350,943.05	351,999.10
Ratio to total operating revenue						2059	0057	0058	0057
Ratio to total operating expenses						0052	0086	0091	0086
Transportation expenses	21,985,099.64	22,429,744.87	22,326,312.84	21,633,643.44	23,971,065.70	23,625,503.68	22,491,376.16	22,942,674.94	24,526,959.38
Ratio to total operating revenue	4684	4684	4507	4116	4343	4453	4138	3780	3946
Ratio to total operating expenses	6592	6660	65.91	6317	6561	6252	6232	5930	5997
General expenses	940,276.35	1,076,790.05	1,289,329.38	1,328,516.02	1,445,902.09	1,379,834.65	1,242,967.51	1,801,449.91	1,846,213.20
Ratio to total operating revenue	0200	0225	0260	0253	0262	0260	0229	0297	0297
Ratio to total operating expenses	0282	0320	0380	0388	0396	0365	0345	0466	0451
Outside operations						821,138.74	808,786.30	914,836.61	903,840.56
Total operating expenses	33,353,016.93	33,677,608.72	33,872,317.08	34,245,662.24	36,534,841.36	37,787,229.63	36,080,306.54	38,689,215.76	40,898,632.63
Ratio to total operating revenue	7106	7032	6838	6516	6619	7122	6639	6374	6580
Ratio to total operating expenses									

C—Taxes	2,385,389.52	2,455,434.27	2,659,623.95	2,810,729.09	2,956,593.84	3,338,305.83	3,446,125.98	3,983,377.01	3,578,363.15
Per mile owned—first main track	1,188.23	1,225.97	1,299.65	1,403.30	1,473.71	1,667.05	1,724.45	1,995.25	1,793.21
Per mile owned—all main tracks	847.29	871.43	923.71	977.48	1,020.36	1,143.35	1,164.36	1,345.89	1,200.60
Per mile owned—all tracks	592.42	606.47	640.11	677.17	702.81	787.60	797.87	922.20	814.25
Ratio to total operating revenue	0508	0513	0537	0535	0526	0608	0614	0636	0558
D—Repairs, renewals and depreciation of equipment:									
Steam locomotives	1,509,322.32	1,862,081.19	2,157,859.53	2,444,262.57	2,264,160.76	2,398,558.35	1,926,516.26	2,270,626.05	2,472,447.73
Cost per 100 pounds tractive power	8.57	8.99	8.22	10.14	9.02	8.88	7.16	8.47	9.17
Average cost per locomotive	1,535.42	1,765.01	1,819.44	2,153.54	1,982.63	2,010.53	1,625.75	1,930.80	2,095.29
Passenger-train cars	928,802.20	819,986.08	976,652.46	1,121,435.25	1,139,476.99	1,175,622.71	1,014,943.00	1,081,007.05	1,236,530.58
Average cost per passenger car	483.25	400.00	467.30	518.22	517.71	498.99	416.47	428.63	489.13
Freight-train cars	694,916.45	905,608.76	919,727.45	1,089,176.15	1,243,481.78	1,773,305.46	1,588,468.52	1,783,563.40	2,095,360.20
Average cost per freight car	50.47	52.87	54.54	56.54	62.88	59.46	48.47	49.94	54.50
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives						2,232,883.27	1,888,891.94	2,209,833.14	2,416,760.23
Cost per 100 pounds tractive power						8.27	7.02	8.25	8.96
Average cost per locomotive						1,871.65	1,594.00	1,879.11	2,048.10
Passenger train cars						1,082,442.33	912,497.47	893,110.70	1,005,913.17
Average cost per passenger car						459.44	374.43	354.13	397.91
Freight-train cars						1,143,457.21	1,107,435.62	1,315,842.99	1,471,050.61
Average cost per freight car						38.34	32.40	36.84	38.27
F—Statistics:									
Number of passengers carried 1 mile	11,143,130.20	11,357,023.28	11,756,390.26	12,556,257.92	13,715,161.26	13,997,065.39	14,016,528.79	15,069,079.90	15,343,010.64
Average rate per passenger per mile	01729	01725	01702	01683	01423	01643	01630	01651	01708
Number of tons of revenue freight carried 1 mile	16,278,588.48	16,613,821.86	17,429,153.67	18,886,054.11	19,276,869.50	17,876,618.42	18,724,194.23	21,246,809.65	121,815,571.24
Average rate per ton per mile	01414	01423	01408	01407	01436	01414	01420	01417	01390
Average revenue tons per car per mile	11.13	11.69	12.27	12.96	13.41	13.78	14.21	14.65	14.91
Average revenue tons per train per mile	218.19	208.58	222.85	236.16	237.53	242.67	270.78	293.20	289.67

SHRIVER EXHIBIT No. 1—Continued.

The New York, New Haven & Hartford R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$32,130,891.56	$34,071,974.75	$25,698,458.25	$28,889,595.34	1241	$27,294,026.79	1772	0671	1316
Passenger revenue	26,816,435.49	27,896,300.29	20,453,917.37	24,754,165.69	2102	22,604,041.53	1864	0776	1210
Mail revenue	645,172.29	643,854.23	714,081.21	683,870.49	D 0423	698,975.85	D 0770	D 0006	0026
Express revenue	3,050,743.67	3,157,031.17	1,764,614.43	2,692,243.61	5257	2,228,429.02	3690	0069	0411
Other transportation revenue	716,413.48	975,979.21	353,085.66	669,009.65	8948	511,047.65	4019	D 0010	3610
Revenue from operations other than transportation	1,573,408.14	1,868,363.43	51,023.44	1,346,704.26	253938	698,863.85	12514	2061	4321
Revenue from outside operations	2,426,153.93	1,602,476.26	1,386,056.54	2,161,882.87	5597	1,773,969.71	3676	0912	D 2797
Total operating revenue	64,933,064.63	68,613,503.08	50,421,236.90	61,197,471.91	2137	55,809,354.40	2070	0706	1305
Per mile operated—first main track	32,552.63	34,384.98	25,045.44	30,636.88	2232	27,830.23	1697	0708	0130
Per mile operated—all main tracks	21,651.79	22,687.62	17,647.82	20,652.36	1702	19,177.48	1290	0549	1054
Per mile operated—all tracks	14,714.97	15,307.93	12,245.41	14,084.12	1501	13,189.49	1502	0571	0997
B—EXPENSES:									
Maintenance of way and structures	6,829,360.99	7,893,090.04	5,593,539.92	6,602,200.02	1803	6,097,869.97	1200	D 0425	1067
Per mile operated—first main track	3,423.74	3,955.54	2,778.45	3,305.22	1895	3,041.83	1255	D 0417	1072
Per mile operated—all main tracks	2,277.24	2,609.92	1,957.78	2,228.05	1380	2,092.92	0881	D 0558	0821
Per mile operated—all tracks	1,547.65	1,760.98	1,358.46	1,519.44	1185	1,438.95	0755	D 0539	0766
Ratio to total operating revenue	1052	1150	1109	1079	0271	1092	D 0366	D 1047	D 0212
Ratio to total operating expenses	1622	1671	1629	1689	0368	1641	D 0116	D 1199	D 0933
Maintenance of equipment	8,046,991.77	9,600,668.56	5,057,813.26	6,828,118.36	3500	5,942,965.82	3540	2453	4857
Ratio to total operating revenue	1239	1399	1003	1116	1126	1065	1634	1645	3148
Ratio to total operating expenses	1911	2033	1473	1708	1595	1599	1951	1443	2174
Traffic expenses	412,880.33	582,310.22	....	347,209.25	10000	173,604.63	13783	1765	6592
Ratio to total operating revenue	0064	0085	....	0057	10000	0031	10645	1034	4655
Ratio to total operating expenses	0098	0123	....	0089	10000	0047	10851	0769	3516
Transportation expenses	25,163,819.36	27,203,270.95	22,469,173.30	23,750,066.70	0570	23,109,620.00	0889	0968	1857
Ratio to total operating revenue	3875	3965	4456	3881	D 1290	4141	D 0642	0251	0489
Ratio to total operating expenses	5977	5761	6544	5944	D 0920	6220	D 0390	0079	D 0284
General expenses	1,650,965.34	1,947,999.20	1,216,162.77	1,584,286.12	2324	1,400,224.45	1791	D 0835	0813
Ratio to total operating revenue	0254	0284	0241	2259	0747	0251	0120	D 1448	D 0438
Ratio to total operating expenses	0392	0412	0354	0396	1186	0376	0425	D 1588	D 1158
Outside operations	1,037,998.50	957,029.06	....	857,320.14	10000	428,660.07	14215	1346	0461
Total operating expenses	42,104,017.79	47,227,338.97	34,336,689.26	39,969,300.59	1644	37,152,944.94	1333	0882	2206
Ratio to total operating revenue	6484	6883	6810	6531	D 0410	6657	D 0267	0173	0799
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—Taxes	3,792,872.34	3,714,755.98	2,653,554.13	3,627,808.86	3671	3,140,681.50	2077	D 0478	D 0723
Per mile owned—first main track	1,901.47	1,861.61	1,318.08	1,816.17	3778	1,566.15	2121	D 0470	D 0670
Per mile owned—all main tracks	1,264.73	1,228.81	928.76	1,224.87	3183	1,079.22	1719	D 0603	D 0874
Per mile owned—all tracks	859.53	828.78	644.45	834.91	2955	742.24	1580	D 0680	D 1013
Ratio to total operating revenue	0567	0541	0526	0594	1292	0563	0071	D 1085	D 1493
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	2,618,587.56	2,937,404.28	2,047,537.27	2,337,347.19	1415	2,192,442.23	1944	1532	2930
Cost per 100 pounds tractive power	9.72	9.89	8.99	8.68	D 0345	8.82	0925	1476	1676
Average cost per locomotive	2,226.69	2,353.69	1,861.40	1,977.45	0623	1,921.50	1588	1533	2190
Passenger-train cars	1,316,854.32	1,600,096.37	997,272.59	1,164,991.53	1682	1,081,132.06	2180	2182	4801
Average cost per passenger car	504.74	677.71	478.31	467.86	D 0218	472.52	0682	1776	5811
Freight-train cars	2,625,383.89	3,403,829.36	970,582.11	1,973,316.29	10331	1,471,949.21	7840	4722	9084
Average cost per freight car	69.01	94.07	55.91	55.99	0014	55.96	2332	3819	8837
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	2,586,056.85	2,875,110.03	....	2,266,885.08	10000	1,133,442.54	12816	1703	3011
Cost per 100 pounds tractive power	9.60	9.67	....	8.42	10000	4.56	11052	1637	2260
Average cost per locomotive	2,199.03	2,303.77	....	1,917.84	10000	993.38	12136	1703	2259
Passenger-train cars	1,011,962.41	1,334,322.94	....	981,185.22	10000	490,592.61	10627	1331	4940
Average cost per passenger car	387.87	565.15	....	394.05	10000	214.41	8090	0953	5958
Freight-train cars	1,646,417.74	2,197,371.55	....	1,336,840.83	10000	668,470.42	14 31	2512	6699
Average cost per freight car	43.27	60.72	....	37.93	10000	25.41	7029	1745	6482
F—Statistics:									
Number of passengers carried 1 mile	15,589,157.73	16,059,077.72	12,105,597.58	14,802,968.39	2228	13,454,280.49	1587	0345	0657
Average rate per passenger per mile	01760	01737	01692	01670	D 0130	01681	0232	0417	0521
Number of tons of revenue freight carried 1 mile	23,430,401.09	25,327,468.40	17,696,897.52	20,618,718.92	1651	19,157,808.23	2230	1028	1921
Average rate per ton per mile	01371	01345	01418	01402	0113	01410	D 0277	D 0325	D 0508
Average revenue tons per car per mile	1552	1588	1229	1462	1895	1345	1539	0594	0839
Average revenue tons per train per mile	29175	29095	22466	27761	2357	25114	1617	D 0049	D 0077

Shriver Exhibit No. 1—Continued.

New York, Ontario & Western Ry. Co.

[D denotes decrease; I, increase.]

PROPERTY INVESTMENT AND INCOME ACCCOUNTS.

[Page 49.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	450.86	450.86	450.87	448.33	448.33	448.33	448.33	448.33	468.07
2. Owned—miles of all main tracks	460.86	512.17	541.18	561.00	565.93	565.93	572.45	576.11	616.24
3. Owned—miles of all tracks	652.97	699.83	715.94	740.01	751.62	757.16	768.34	779.58	815.17
4. Operated—miles of first main track	548.40	548.40	548.41	545.87	545.87	545.87	545.87	545.87	565.61
5. Operated—miles of all main tracks	611.47	662.78	691.79	711.61	716.54	716.54	723.06	726.72	767.24
6. Operated—miles of all tracks	823.83	870.84	886.95	911.18	923.13	929.26	940.75	952.46	988.66
B—TOTAL CAPITAL OBLIGATIONS	79,834,982.84	80,718,908.50	83,526,982.84	85,274,982.84	86,390,982.84	86,860,982.84	86,760,982.84	86,760,982.84	90,460,982.84
Per mile owned—first main track	177,072.67	179,033.20	185,257.35	190,205.81	192,695.07	193,743.41	193,520.36	193,520.36	193,263.79
Per mile owned—all main tracks	173,230.44	157,601.79	154,342.33	152,005.32	152,653.12	153,483.62	151,560.80	150,597.94	146,795.05
Per mile owned—all tracks	122,264.39	115,340.74	116,667.57	115,234.90	114,939.70	114,719.45	112,920.04	111,291.96	110,971.92
Capital stock	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84
Increase over previous year	410,000.00	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	19,697,000.00	20,580,925.66	23,389,000.00	25,137,000.00	26,253,000.00	26,723,000.00	26,623,000.00	26,623,000.00	30,323,000.00
Increase over previous year	1,185,000.00	883,925.66	2,808,074.34	1,748,000.00	1,116,000.00	470,000.00	D 100,000.00	....	3,700,000.00
Ratio of capital stock to total capital obligations, per cent	75.33	74.50	72.00	70.52	69.61	69.23	69.31	69.31	66.48
C—PROPERTY INVESTMENT[1]	77,029,690.97	77,590,214.83	79,881,974.13	81,362,019.03	82,334,807.93	83,376,369.91	84,193,901.79	84,704,704.02	87,606,266.79
Per mile owned—first main track	170,850.58	172,093.81	177,172.96	181,477.97	183,647.78	185,970.98	187,794.49	188,933.83	187,164.88
Per mile owned—all main tracks	167,143.36	151,493.09	147,607.03	145,030.34	145,485.85	147,326.29	147,076.43	147,028.70	142,162.58
Per mile owned—all tracks	117,968.19	110,870.09	111,576.35	109,947.17	109,543.13	110,117.24	109,578.96	108,654.28	107,469.93
Addition to property investment account	496,049.55	533,063.52	1,790,327.01	1,410,635.07	967,631.84	1,030,380.55	802,124.78	738,375.94	3,085,149.32
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	6,176,517.90	6,652,483.97	7.090,888.89	7,265.057.57	8,202,360.83	8,398,201.40	8,510,149.25	8,778,537.14	9,501,748.23
Total operating expenses, including outside operations	3,975,942.37	4,541,147.72	4,472,335.03	4,647,784.95	5,104,264.49	5,732,666.88	5,899,401.66	6,125,743.51	6,790,274.63
Net operating revenue, including outside operations	2,200,575.53	2,111,336.25	2,618,553.86	2,617,272.62	3,098,096.34	2,665,624.52	2,610,747.59	2,652,793.63	2,711,473.60
Tax accruals	149,587.32	144,331.98	158,847.75	174,197.21	194,378.15	167,971.71	189,159.86	211,693.19	214,990.14

Operating income	2,050,988.21	1,967,004.27	2,459,706.11	2,443,075.41	2,903,718.19	2,497,652.81	2,421,587.73	2,441,100.44	2,496,483.46
Other income relating to operation									
Hire of equipment—Cr		18,853.65	46,597.90	34,078.55	107,292.37	27,572.79			
Joint facilities—Cr							20,283.47	19,308.45	18,410.69
Miscellaneous rents—Cr						23,673.71			
Total		18,853.65	46,597.90	34,078.55	107,292.37	51,246.50	20,283.47	19,308.45	18,410.69
Deductions from income relating to operation									
Hire of equipment—Dr	3,058.63						83,372.00	111,985.08	276,628.84
Joint facilities—Dr	381,509.11	372,556.85	417,231.77	416,512.63	434,792.33	48,484.16	58,048.10	53,897.43	64,956.25
Miscellaneous rents—Dr						1,295.38	210.64	459.93	622.68
Total	384,567.74	372,556.85	417,231.77	416,512.63	434,792.33	49,779.54	141,630.74	166,342.44	342,207.77
Net operating income	1,666,420.47	1,613,301.07	2,089,072.24	2,060,641.33	2,576,218.23	2,499,119.77	2,300,240.46	2,294,066.45	2,172,686.38
Per cent on property investment	2.16	2.08	2.62	2.53	3.13	3.00	2.73	2.71	2.48
Other income	401,937.09	471,646.95	451,216.66	453,216.67	453,716.67	424,087.07	408,126.83	384,008.31	365,731.87
Total income	2,068,357.56	2,084,948.02	2,540,288.90	2,513,858.00	3,029,934.90	2,923,206.84	2,708,367.29	2,678,074.76	2,538,418.25
Other deductions									
Lease of roads	202,869.63	208,967.73	211,948.42	232,528.79	283,506.18	278,174.18	251,942.54	255,301.54	222,105.19
Interest deductions	1,004,516.57	989,151.46	1,047,063.70	1,093,828.39	1,091,646.49	1,124,443.32	1,113,297.68	1,109,975.74	1,173,377.03
Miscellaneous other deductions									
Total	1.207,386.20	1,198,119.19	1,259,012.12	1,326,357.18	1,375,152.77	1,402,617.50	1,365,240.22	1,365,277.28	1,395,482.22
Net corporate income for the year	860,971.36	886,828.83	1,281,276.78	1,187,500.82	1,654,782.23	1,520,589.34	1,343,127.07	1,312,797.48	1,142,936.03
Per cent on capital stock outstanding	1.43	1.47	2.13	1.97	2.75	2.53	2.23	2.18	1.90
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	5,763,237.21	6,142,935.15	6,099,387.66	4,836,145.41	4,907,960.76	5,136,336.43	5,451,155.36	5,706,795.26	5,893,138.84
Net corporate income for the year	860,971.36	886,828.83	1,281,276.78	1,187,500.82	1,654,782.23	1,520,589.34	1,343,127.07	1,312,797.48	1,142,936.03
Miscellaneous profit and loss items—net	Dr. 481,273.42	Dr. 930,376.32	Cr. 73,486.47	Cr. 46,610.53	Dr. 264,104.56	Dr. 43,462.41	Cr. 74,834.83	Cr. 35,874.10	Dr. 227,597.03
Total surplus	6,142,935.15	6,099,387.66	7,454,150.91	6,070,256.76	6,298,638.43	6,613,463.36	6,869,117.26	7,055,466.84	6,808,477.84
Dividends declared			[3] 2,618,005.50	1,162,296.00	1,162,302.00	1,162,308.00	1,162,322.00	1,162,328.00	1,162,336.00
Per cent on capital stock outstanding			4.35	1.93	1.93	1.93	1.93	1.93	1.93
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	6,142,935.15	6,099,387.66	4,836,151.41	4,907,960.76	5,136,336.43	5,451,155.36	5,706,795.26	5,893,138.84	5,646,141.84

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] $1,746,240.00 from Accumulated surplus to June 30, 1904.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

New York, Ontario & Western Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average—		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	468.07	468.07	449.85	456.23	I 1.42	453.04	I 3.32	I 4.40	I 4.40
2. Owned—miles of all main tracks	620.31	621.40	528.23	590.21	I 11.73	559.22	I 10.92	I 7.66	I 7.86
3. Owned—miles of all tracks	828.71	835.87	712.07	789.69	I 10.90	750.88	I 10.36	I 6.30	I 7.22
4. Operated—miles of first main track	565.61	565.61	547.39	553.77	I 1.17	550.58	I 2.73	I 3.62	I 3.62
5. Operated—miles of all main tracks	771.31	772.40	678.84	740.97	I 9.15	709.90	I 8.65	I 6.14	I 6.29
6. Operated—miles of all tracks	1,001.95	1,009.60	883.19	962.62	I 8.99	922.91	I 8.56	I 5.20	I 6.00
B—TOTAL CAPITAL OBLIGATIONS	90,318,982.84	93,056,982.84	83,149,367.97	88,232,582.84	I 6.11	85,690,975.41	I 5.40	I 4.10	I 7.26
Per mile owned—first main track	192,960.41	198,809.97	184,837.99	193,394.96	I 4.63	189,146.60	I 2.02	D .29	I 2.73
Per mile owned—all main tracks	145,602.97	149,773.75	157,411.29	149,493.54	D 5.03	153,233.03	D 4.98	D 3.34	D .56
Per mile owned—all tracks	108,987.44	111,329.49	116,771.34	111,730.66	D 4.32	114,120.73	D 4.50	D 2.07	I .03
Capital stock	60,137,982.84	60,137,982.84	60,137,982.84	60,137,982.84		60,137,982.84			
Increase over previous year			82,000.00						
Funded debt, including notes issued for capital obligations	30,181,000.00	32,919,000.00	23,011,385.13	28,094,600.00	I 22.08	25,552,992.56	I 18.12	I 13.38	I 23.65
Increase over previous year	142,000.00	2,738,000.00	1,548,200.00	785,600.00	I 49.26	1,160,900.00			
Ratio of capital stock to total capital obligations, per cent	66.58	64.62	72.32	68.16	D 5.75	70.18	D 5.13	D 3.94	D 6.77
C—PROPERTY INVESTMENT[1]	88,155,083.97	87,179,521.64	81,639,741.38	85,607,265.30	I 4.86	83,623,503.34	I 5.42	I 4.07	I 2.92
Per mile owned—first main track	188,337.39	186,253.17	181,482.14	187,640.59	I 3.39	184,583.03	I 2.03	D .32	D 1.42
Per mile owned—all main tracks	142,114.56	140,295.34	154,553.40	145,045.43	D 6.15	149,535.97	D 4.96	D 3.34	D 4.58
Per mile owned—all tracks	106,376.28	104,297.94	114,651.29	108,406.17	D 5.45	111,367.33	D 4.48	D 2.10	D 4.01
Additions to property investment account	642,357.88	Cr. 443,793.73	1,039,541.40	1,259,677.69	I 21.17	1,149,609.55	D 44.12	D 13.00	
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	8,720,671.33	9,653,910.78	7,077,461.83	8,781,879.46	I 24.08	7,929,670.65	I 9.98	D .66	D 9.97
Total operating expenses, including outside operations	6,734,679.21	6,730,921.04	4,548,294.91	6,256,553.17	I 37.56	5,402,424.04	I 25.69	I 9.94	D 9.88
Net operating revenue, including outside operations	1,985,992.12	2,922,989.74	2,529,166.92	2,525,326.29	D .15	2,527,246.61	D 21.42	D 25.12	D 10.18
Tax accruals	221,926.03	231,092.13	164,268.48	201,148.19	I 22.44	182,708.34	I 10.52	I 4.83	D 9.16
Operating income	1,764,066.09	2,691,897.61	2,364,898.44	2,324,178.10	I 1.72	2,344,538.27	D 24.76	D 27.73	D 10.27
Other income relating to operation									

Hire of equipment—Cr.			41,364.49	5,514.56	I 86.67	23,439.53			
Joint facilities—Cr.	16,401.39	16,508.64		14,880.80		7,440.40	I 120.44	D 15.06	D 14.49
Miscellaneous rents—Cr.	1,182.53	5,494.68		4,971.25		2,485.62	D 52.42		
Total	17,583.92	22,003.32	41,364.49	25,366.61	I 38.67	33,365.55	D 47.30	D 8.93	I 13.95
Deductions from income relating to operation									
Hire of equipment—Dr.	155,981.45	147,635.77	611.72	125,593.47	I 20,455.32	63,102.60	I 147.19	I 39.29	I 31.83
Joint facilities—Dr.	54,433.20	73,734.20	404,520.54	55,963.83	D 86.17	230,242.18	D 76.36	I .99	I 36.81
Miscellaneous rents—Dr.	18,330.38	21,871.39		4,183.80		2,091.90	I 776.31	I 3,885.00	I 4,654.65
Total	228,745.03	243,241.36	405,132.26	185,741.10	D 54.19	295,436.68	D 22.51	I 37.51	I 46.23
Net operating income	1,552,904.98	2,470,659.57	2,001,130.67	2,163,803.61	I 8.13	2,082,467.14	D 25.43	D 32.31	I 7.70
Per cent on property investment	1.76	2.83	2.45	2.53	I 3.26	2.49	D 29.32	D 35.05	I 4.43
Other income	345,333.33	190,782.01	446,346.81	385,457.48	D 13.64	415,902.15	D 16.97	D 10.07	D 50.32
Total income	1,898,238.31	2,661,441.58	2,447,477.48	2,549,261.09	I 4.16	2,498,369.29	D 24.02	D 29.12	D .62
Other deductions									
Lease of roads	187,381.45	188,769.22	227,964.15	238,980.98	I 4.83	233,472.56	D 19.15	D 26.60	D 26.06
Interest deductions	1,237,127.75	1,257,477.55	1,045,241.32	1,151,644.30	I 10.18	1,098,442.81	I 12.63	I 11.46	I 13.29
Miscellaneous other deductions		3,561.80							
Total	1,424,509.20	1,449,808.57	1,273,205.47	1,390,625.28	I 9.22	1,331,915.37	I 6.95	I 4.34	I 6.19
Net corporate income for the year	473,729.11	1,211,633.01	1,174,272.01	1,158,635.81	D 1.33	1,166,453.92	D 59.39	D 63.91	D 7.70
Per cent on capital stock outstanding	.79	2.01	1.95	1.93	D 1.03	1.94	D 59.28	D 68.76	D 7.80
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	5,646,141.84	5,929,598.76	5,519,933.23	5,566,713.55	I .30	5,558,323.39	I 1.58	D 1.06	I 3.90
Net corporate income for the year	473,729.11	1,211,633.01	1,174,272.00	1,158,635.80	D 1.33	1,166,453.90	I 50.39	D 63.91	I 7.70
Miscellaneous profit and loss items—net	Dr. 190,062.19	Dr. 1,078,914.98	311,131.45	70,082.54	D 77.47	190,607.00	D .29		
Total surplus	5,929,808.76	6,062,316.79	6,413,073.78	6,655,266.81	I 3.78	6,534,170.29	D 9.25	D 15.95	D 14.08
Dividends declared	210.00	1,162,340.00	988,520.70	929,900.80	D 5.93	959,210.75	D 99.98	D 99.98	
Per cent on capital stock outstanding		1.93	1.64	1.55	D 5.48	1.59			
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year	5,929,598.76	4,899,976.79	5,424,553.08	5,725,366.01	I 5.54	5,574,959.55	D 6.36	I .62	I 16.85

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

New York, Ontario & Western Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 50.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A REVENUES:									
Freight revenue	$4,964,601.01	$$5,355,274.73	$5,618,383.12	$5,589,443.76	$6,326,641.54	$6,255,208.29	$6,465,999.55	$6,649,635.01	$7,318,904.19
Passenger revenue	981,288.29	1,043,092.60	1,192,139.63	1,376,042.80	1,553,996.62	1,544,906.31	1,506,585.59	1,592,250.16	1,626,619.22
Mail revenue	47,146.34	48,766.87	48,729.71	51,736.53	50,895.33	50,787.09	51,352.72	52,805.77	52,895.52
Express revenue	86,066.88	97,152.69	108,232.51	118,275.78	130,023.70	133,460.39	140,353.38	157,025.30	162,131.71
Other transportation revenue						99,393.25	96,181.00	94,726.32	99,896.10
Revenue from operations other than transportation	97,415.38	108,197.08	123,403.92	129,558.70	140,803.64	37,648.73	29,698.02	32,340.41	35,205.65
Total operating revenue	6,176,517.90	6,652,483.97	7,090,888.89	7,265,057.57	8,202,360.83	8,121,491.06	8,290,170.26	8,578,782.97	9,295,702.39
Per mile operated—first main track	11,262.79	12,128.50	12,929.90	13,309.13	15,026.22	14,878.07	15,187.08	15,715.80	16,434.83
Per mile operated—all main tracks	10,108.86	10,036.94	10,250.06	10,209.32	11,447.18	11,334.32	11,465.40	11,804.79	12,115.79
Per mile operated—all tracks	7,495.77	7,639.16	7,994.69	7,973.78	8,885.36	8,739.74	8,812.30	9,006.97	9,402 32
B EXPENSES:									
Maintenance of way and structures	925,698.78	1,002,183.02	827,492.80	892,099.88	1,002,728.51	975,194.26	920,196.08	1,034,454.44	1,087,791.39
Per mile operated first main track	1,688.00	1,827.71	1,508.98	1,634.38	1,836.94	1,786.49	1,685.74	1,895.06	1,923.22
Per mile operated all main tracks	1,513.82	1,512.09	1,196.16	1,253.64	1,399.40	1,360.98	1,272.64	1,423.45	1,417.80
Per mile operated all tracks	1,123.42	1,150.82	932.96	979.06	1,086.23	1,049 43	978.15	1,086.09	1,100.27
Ratio to total operating revenue	14.09	15.07	11.68	12.28	12.22	12.01	11.10	12.06	11.70
Ratio to total operating expenses	23.28	22.07	18.50	19.20	19.64	17.99	16.31	17.59	16.66
Maintenance of equipment	831,357.67	940,167.68	996,182.60	1,104,835.05	1,250,761.70	1,319,968.05	1,380,386.69	1,316,045.67	1,494,634.06
Ratio to total operating revenue	13.46	14.13	14.05	15.21	15.25	16.25	16.65	15.34	16.08
Ratio to total operating expenses	20.91	20.70	22.28	23.76	24.50	24.35	24.46	22.37	22.88
Traffic expenses						128,992.42	114,263.27	139,243.64	125,562.69
Ratio to total operating revenue						1.59	1.38	1.62	1.35
Ratio to total operating expenses						2.38	2.02	2.37	1.92
Transportation expenses	2,062,125.19	2,440,676.89	2,474,398.48	2,484,088.35	2,681,714.51	2,824,197.18	3,053,847.07	3,191,408.82	3,613,220.00
Ratio to total operating revenue	33.39	36.69	34.90	34.19	32.69	34 77	[illegible]	37.20	38.87
Ratio to total operating expenses	51.87	53.75	55.33	53.45	52.54	52.11	54.12	54.25	55.32
General expenses	156,760.73	158,120.13	173,961.15	166,761.67	169,259.77	171,976.64	174,408.46	200,994.33	210,411.03
Ratio to total operating revenue	2.54	2.38	2.45	2.30	2.06	2.12	2.10	2.34	2.26
Ratio to total operating expenses	3.94	3.48	3.89	3.59	3.32	3.17	3.09	3.42	3.22
Total operating expenses	3,975,942.37	4,541,147.72	4,472,335.03	4,647,784.95	5,104,264.49	5,420,328.55	5,643,101.57	5,882,146.90	6,531,619.17
Ratio to total operating revenue	63.48	68.27	63.08	63.98	62.22	66.74	68.07	68.56	70.26
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—Taxes:									
Per mile owned—first main track	272.72	263.19	289.65	319.12	356.09	307.71	346.58	387.81	380.10
Per mile owned—all main tracks	244.61	217.77	229.62	244.78	271.27	234.42	261.61	291.30	280.03
Per mile owned—all tracks	181.54	165.74	179.09	191.18	210.56	180.76	201.07	222.26	217.46
Ratio to total operating revenue	2.42	2.17	2.24	2.40	2.34	2.07	2.28	2.47	2.31
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	286,160.57	389,005.75	387,364.46	439,123.15	463,873.58	545,679.22	596,526.54	553,009.56	645,527.14
Cost per 100 pounds tractive power	6.98	9.77	9.54	10.48	10.74	12.48	12.62	11.52	10.58
Average cost per locomotive	1,921.00	2,358.00	2,320.00	2,568.00	2,636.00	3,173.00	3,260.00	3,005.00	2,989.00
Passenger-train cars	96,619.95	92,116.47	109,181.81	110,872.62	148,669.01	159,718.07	144,662.30	139,201.42	163,186.77
Average cost per passenger car	608.00	558.00	627.00	596.00	791.00	524.00	474.00	449.00	518.00
Freight-train cars	344,590.19	353,912.87	394,171.65	433,568.55	502,872.38	557,213.94	561,676.45	544,146.03	602,909.13
Average cost per freight car	44.97	49.66	53.54	59.17	68.70	79.66	82.42	79.91	82.94
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	286,160.57	389,005.75	387,364.46	439,123.15	463,873.58	491,966.18	523,194.80	484,634.58	562,444.78
Cost per 100 pounds tractive power	6.98	9.77	9.54	10.48	10.74	11.25	11.07	10.10	9.22
Average cost per locomotive	1,921.00	2,358.00	2,320.00	2,568.00	2,636.00	2,827.00	2,859.00	2,634.00	2,604.00
Passenger-train cars	96,619.95	92,116.47	109,181.81	110,872.62	148,669.01	134,159.57	115,345.56	116,658.41	126,461.94
Average cost per passenger car	608.00	558.00	627.00	596.00	791.00	440.00	373.00	376.00	401.00
Freight-train cars	344,590.19	353,912.87	394,171.65	433,568.55	502,872.38	464,902.66	472,094.16	500,840.80	455,341.28
Average cost per freight car	44.97	49.66	53.54	59.17	68.70	66.46	69.27	73.54	62.64
F—Statistics:									
Number of passengers carried 1 mile	52,906,057	56,086,905	63,108,404	72,867,521	81,861,091	85,867,600	80,592,224	85,364,944	86,227,166
Average rate per passenger per mile	1.854	1.860	1.889	1.888	1.898	1.799	1.869	1.865	1.886
Number of tons of revenue freight carried 1 mile	580,406,194	630,918,900	695,332,579	661,651,285	723,580,961	740,482,852	820,957,230	837,672,900	970,773,368
Average rate per ton mile	0.855	0.848	0.808	0.845	0.874	0.845	0.787	0.794	0.754
Average revenue tons per car mile	21.70	21.85	22.77	21.87	22.44	20.94	21.45	21.23	23.92
Average revenue tons per train per mile	238.17	241.45	253.23	240.13	247.42	264.89	267.11	270.00	295.93
Outside operations:									
Revenue	Included in items A and B, above (years 1903 to 1907).					276,797.34	219,978.99	199,754.17	206,045.84
Expenses						313,686.94	256,300.09	243,596.61	258,655.46

SHRIVER EXHIBIT No. 1—Continued.

New York, Ontario & Western Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$6,545,776.97	$7,311,127.02	$5,570,868.83	$6,647,114.80	I 19.32	$6,108,991.82	I 7.15	D 1.56	I 9.95
Passenger revenue	1,633,910.99	1,689,674.51	1,229,311.99	1,580,872.45	I 28.60	1,405,092.22	I 16.28	I 2.62	I 6.12
Mail revenue	52,288.94	52,688.73	49,454.96	52,026.01	I 5.21	50,740.49	I 3.03	D .98	D .22
Express revenue	163,390.07	174,427.15	107,950.31	151,272.17	I 40.13	129,611.24	I 26.06	I 4.05	I 11.08
Other transportation revenue	93,357.32	97,560.49	....	96,711.80	....	....	....	D 1.44	I 2.99
Revenue from operations other than transportation	39,219.86	128,871.27	119,875.74	34,822.54	D 9.72	125,704.54	I 5.47	I 21.27	I 298.49
Total operating revenue:	8,527,944.15	9,454,349.17	7,077,461.83	8,562,818.77	I 20.99	7,870,140.30	I 9.05	D .59	I 10.21
Per mile operated—first main track	15,077.43	16,715.31	12,931.33	15,458.64	I 19.54	14,194.99	I 6.22	D 4.06	I 6.36
Per mile operated—all main tracks	11,056.44	12,240.22	10,410.47	11,555.35	I 11.00	10,982.91	I .67	D 6.34	I 3.69
Per mile operated—all tracks	8,511.35	9,364.45	7,997.75	8,894.54	I 11.22	8,446.15	I .77	D 5.50	I 2.86
B—EXPENSES:									
Maintenance of way and structures	1,266,412.69	1,191,797.80	930,040.60	1,056,809.77	I 13.63	993,425.19	I 27.48	I 22.41	I 15.21
Per mile operated—first main track	2,239.02	2,107.07	1,699.20	1,905.91	I 12.12	1,802.56	I 24.23	I 18.13	I 11.18
Per mile operated—all main tracks	1,641.90	1,542.97	1,375.02	1,423.35	I 3.49	1,399.19	I 17.30	I 15.32	I 8.36
Per mile operated—all tracks	1,263.94	1,180.47	1,054.50	1,095.58	I 3.89	1,075.04	I 17.43	I 16.30	I 8.65
Ratio to total operating revenue	14.85	12.61	13.07	12.34	D 5.59	12.71	I 16.84	I 23.13	I 18.57
Ratio to total operating expenses	19.46	18.34	20.54	17.60	D 14.31	19.07	I 2.05	I 10.62	I 4.26
Maintenance of equipment	1,533,195.14	1,508,832.61	1,024,680.94	1,408,845.92	I 37.49	1,216,763.43	I 26.01	I 16.50	I 14.65
Ratio to total operating revenue	17.98	15.96	14.42	16.46	I 14.15	15.44	I 16.44	I 17.21	I 4.04
Ratio to total operating expenses	23.55	23.22	22.43	23.52	I 4.86	22.98	I 2.48	I 5.27	I 3.80
Traffic expenses	132,469.94	134,166.37	....	128,106.39	....	64,053.20	I 106.81	D 4.86	D 4.86
Ratio to total operating revenue	1.55	1.41	....	1.50	....	.75	I 106.66	D 4.32	D 12.96
Ratio to total operating expenses	2.04	2.06	....	2.15	....	1.07	I 90.65	D 13.92	D 13.08
Transportation expenses	3,366,316.71	3,468,222.61	2,428,600.68	3,209,797.96	I 32.17	2,819,199.32	I 19.41	I 5.48	I 8.67
Ratio to total operating revenue	39.47	36.68	34.37	37.43	I 8.90	35.90	I 9.94	I 6.10	D 1.40
Ratio to total operating expenses	51.72	52.27	53.39	53.50	I .21	53.45	D 3.24	D 4.66	D 1.62
General expenses	210,146.87	196,021.08	164,972.69	193,587.47	I 19.48	179,280.08	I 17.22	I 4.55	D 2.47
Ratio to total operating revenue	2.47	2.07	2.35	2.26	D 3.83	2.30	I 7.39	I 5.56	D 11.54
Ratio to total operating expenses	3.23	3.01	3.64	3.23	D 11.26	3.43	D 5.83	D 5.56	D 4.99
Total operating expenses	650,854.35	6,499,040.47	4,548,294.91	5,997,147.51	I 31.86	5,272,721.21	I 23.44	I 10.65	I 10.49
Ratio to total operating revenue	76.32	68.73	64.21	69.99	I 9.00	67.10	I 13.54	I 11.32	I .25
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—TAXES:									
Per mile owned—first main track	392.37	408.56	280.15	362.90	I 29.51	321.53	I 22.03	I 1.18	I 5.35
Per mile owned—all main tracks	287.73	299.19	242.61	271.02	I 11.92	256.82	I 12.04	D 3.86	I 2.71
Per mile owned—all tracks	221.49	228.89	185.62	208.61	I 12.38	197.12	I 12.36	D .35	I 2.99
Ratio to total operating revenue	2.60	2.44	2.31	2.35	I 1.73	2.33	I 11.58	I 5.26	D 1.62
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	699,599.22	595,844.81	393,105.50	608,068.34	I 54.63	500,586.92	I 34.75	I 26.50	I 7.75
Cost per 100 pounds tractive power	11.49	9.82	9.50	11.74	I 23.58	10.62	I 8.19	D .26	D 14.76
Average cost per locomotive	3,269.00	2,797.00	2,360.60	3,139.20	I 33.00	2,749.90	I 18.91	I 8.79	D 6.92
Passenger-train cars	139,581.59	169,883.96	111,491.97	149,270.03	I 33.88	130,381.00	I 7.06	I .27	I 22.04
Average cost per passenger car	445.00	534.00	636.00	482.00	D 24.21	559.00	D 20.39	D .89	I 18.93
Freight-train cars	596,315.92	639,083.37	405,823.13	572,452.29	I 41.06	489,137.71	I 21.91	I 9.59	I 17.45
Average cost per freight car	93.67	97.30	55.21	83.72	I 51.64	69.47	I 34.84	I 17.22	I 21.76
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	637,001.73	523,876.87	393,105.50	509,848.41	I 37.33	466,476.95	I 36.56	I 31.44	I 8.10
Cost per 100 pounds tractive power	10.46	8.64	9.50	10.42	I 9.68	9.96	I 5.02	I 3.56	D 14.46
Average cost per locomotive	2,977.00	2,460.00	2,360.60	2,780.20	I 17.80	2,570.40	I 15.56	I 13.01	D 6.60
Passenger-train cars	122,926.07	139,306.73	111,491.97	103,110.31	D 7.50	107,301.14	I 14.60	I 5.37	I 5.37
Average cost per passenger car	391.00	438.00	636.00	396.00	D 37.74	516.00	D 24.23	I 3.99	I 16.49
Freight-train cars	451,643.62	464,125.31	396,823.13	468,964.50	I 18.18	432,893.82	I 4.33	D 9.82	D 7.33
Average cost per freight car	70.95	70.66	55.21	68.57	I 24.20	61.89	I 14.64	D 3.52	D 3.91
F—STATISTICS:									
Number of passengers carried 1 mile	86,175,680	87,345,478	65,365,996	84,845,523	I 29.80	75,105,759	I 14.74	I .95	I 2.32
Average rate per passenger per mile	1.896	1.934	1.878	1.883	I .27	1.880	I .85	I 1.66	I 3.74
Number of tons of revenue freight carried 1 mile	863,683,142	933,144,824	678,377,983	846,713,898	I 28.51	752,545,940	I 14.77	I 3.10	I 11.40
Average rate per ton per mile	0.758	0.783	0.846	0.788	D 6.86	0.817	D 7.22	D 3.27	D 1.26
Average revenue tons per car per mile	23.27	23.98	22.13	22.16	D .14	22.15	I 5.06	I 9.61	I 12.95
Average revenue tons per train per mile	291.68	308.00	244.08	277.92	D 13.86	261.00	I 11.75	I 8.03	I 14.07
OUTSIDE OPERATIONS:									
Revenue	192,727.18	199,561.61		219,060.70		109,530.35	I 75.96	D 3.52	D .10
Expenses	226,137.86	231,880.57		259,675.40		129,837.70	I 74.17	D 7.17	D 4.81

SHRIVER EXHIBIT No. 1—Continued.

Norfolk & Western Ry. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 51.]

Item.	Year ending June 30.—								
	1903	1904	1904	1905	1906	1907	1908	1909	1911
A—MILEAGE:									
1. Owned—miles of first main track	1,721.76	1,769.13	1,833.52	1,860.88	1,862.71	1,881.89	1,903.24	1,937.30	1,990.29
2. Owned—miles of all main tracks	1,847.06	1,918.92	1,999.44	2,046.68	2,095.75	2,133.63	2,177.66	2,286.20	2,379.73
3. Owned—miles of all tracks	2,432.62	2,571.04	2,731.36	2,837.54	2,946.42	3,039.41	3,109.16	3,282.59	3,438.69
4. Operated—miles of first main track	1,721.76	1,769.13	1,847.50	1,874.86	1,876.69	1,919.59	1,941.58	1,951.28	2,004.27
5. Operated—miles of all main tracks	1,847.06	1,918.92	2,013.42	2,060.66	2,109.73	2,171.33	2,216.00	2,300.18	2,393.71
6. Operated—miles of all tracks	2,432.62	2,571.04	2,745.34	2,851.52	2,960.40	3,084.74	3,155.18	3,296.57	3,452.67
B—TOTAL CAPITAL OBLIGATIONS	145,100,500	154,100,500	164,589,500	169,689,500	188,765,500	208,265,500	205,151,500	207,759,500	205,758,500
Per mile owned—first main track	84,275	87,105	89,767	91,188	101,339	110,668	107,791	107,242	103,381
Per mile owned—all main tracks	78,558	80,306	82,526	82,910	90,071	97,611	94,207	90,875	86,463
Per mile owned—all tracks	59,648	59,937	60,259	59,802	64,066	68,522	65,983	63,291	59,836
Capital stock	89,000,000	89,000,000	89,000,000	89,000,000	89,000,000	89,000,000	89,000,000	91,896,000	97,284,000
Increase over previous year								2,896,000	5,388,000
Funded debt, including notes issued for capital obligations	56,100,500	65,100,500	75,589,500	80,689,500	99,765,500	119,265,500	116,151,500	115,863,500	108,474,500
Increase over previous year	2,929,000	9,000,000	10,489,000	5,100,000	19,076,000	19,500,000	D 3,114,000	D 288,000	D 7,389,000
Ratio of capital stock to total capital obligations, per cent	61.34	57.75	54.07	52.45	47.15	42.73	43.38	44.23	47.28
C—PROPERTY INVESTMENT:[1]									
Per mile owned—first main track	85,305	85,781	85,071	86,276	88,046	90,410	90,183	103,494	106,353
Per mile owned—all main tracks	79,517	79,093	78,011	78,444	78,256	79,743	78,819	87,700	88,948
Per mile owned—all tracks	60,377	59,026	57,107	56,580	55,662	55,979	55,205	61,079	61,556
Additions to property investmenr account	146,874,401	151,757,972	155,978,962	160,549,144	164,004,234	170,141,834	171,640,672	200,498,741	211,673,282
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	21,100,290.02	22,718,976.84	24,090,245.58	28,470,307.66	31,107,258.88	29,082,621.15	29,418,283.15	35,170,685.01	35,670,905.84
Total operating expenses, including outside operations	12,332,306.23	13,759,052.22	14,666,185.78	16,938,292.33	19,562,658.24	18,862,837.30	17,832,169.42	21,162,074.40	23,081,643.28
Net operating revenue, including outside operations	8,767,983.79	8,959,924.62	9,424,059.80	11,532,015.33	11,544,600.64	10,219,783.85	11,586,113.73	14,008,610.61	12,589,632.56
Tax accruals	480,218.88	671,401.51	671,000.00	735,000.00	996,000.00	1,020,800.00	1,008,800.00	1,118,964.59	1,320,000.00

Operating income	8,287,764.91	8,288,523.11	8,753,09.80	10,797,015.33	10,548,600.64	9,198,983.85	10,577,313.73	12,889,646.02	11,269,262.56
Other income relating to operation									
Hire of equipment—Cr	129,982.94	99,129.17	80,670.36	23,300.18	265,265.71	709,566.76	467,264.63	554,938.54	858,424.11
Joint facilities—Cr	28,301.11	29,549.92	29,855.29	28,676.04	26,931.39	35,749.76	35,085.72	36,259.23	42,199.82
Miscellaneous rents—Cr	32,084.13	52,464.31	7,718.22	25,818.26	27,877.61	50,786.12	54,012.03	46,614.16	36,493.66
Total	8,478,133.09	8,469,666.51	8,871,303.67	10,874,809.81	10,868,675.35	9,995,086.49	11,133,676.11	13,527,457.95	12,206,380.15
Deductions from income relating to operation									
Hire of equipment—Dr									
Joint facilities—Dr	14,887.98	13,405.15	67,478.08	187,561.85	226,070.38	65,433.02	50,102.67	50,516.70	49,337.66
Miscellaneous rents—Dr								726.00	976.00
Total	14,887.98	13,405.15	67,478.08	187,561.85	225,070.38	65,433.02	50,102.67	51,242.70	50,313.66
Net operating income	8,463,245.11	8,456,261.36	8,803,825.59	10,687,247.96	10,643,604.97	9,929,653,47	11,083,573.44	13,476,215.25	12,156,066.49
Per cent on property investment									
Other income	148,258.76	24,569.45	210,572.61	150,915.13	100,163.10	223,863.61	459,476.77	590,002.07	390,812.05
Total Income	8,611,503.87	8,480,830.81	9,014,398.20	10,838,163.09	10,743,768.07	10,153,517.08	11,543,050.21	14,066,217.32	12,546,878.54
Other deductions									
Lease of roads						57,266.25	137,439.01	107,660.56	
Interest deductions	2,436,316.00	2,792,528.29	3,180,943.82	3,385,788.33	3,715,696.22	4,348,276.77	4,743,232.29	4,861,381.73	4,820,330.69
Miscellaneous other deductions	640,361.09	678,138.94	684,373.52	404,943.90	966,751.40	582,805.78	971,638.93	261,568.16	169,213.15
Total	3,076,676.09	3,470,667.23	3,865,317.34	3,790,732.23	4,682,447.62	4,988,348.80	5,852,310.23	5,230,610.45	4,989,543.75
Net corporate income for the year	5,534,827.78	5,010,163.58	5,149,080.86	7,047,430.86	6,061,320.15	5,165,168.28	5,690,739.98	8,835,606.87	7,557,334.79
Per cent on capital stock outstanding	6.22	5.63	5.79	7.92	6.81	5.80	6.39	9.61	7.77
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	2,360,490.20	2,540,825.58	2,697,211.01	2,742,106.03	3,341,031.94	4,012,583.57	4,472,771.86	4,499,354.39	5,574,532.64
Net corporate income for the year	5,534,827.78	5,010,163.58	5,149,080.86	7,047,430.86	6,061,320.45	5,165,168.28	5,690,739.98	8,835,606.87	7,557,334.79
Miscellaneous profit and loss items—net						15,968.01	24,692.90	27,680.20	38,252.10
Total surplus	7,895,317.98	7,550,989.16	7,846,291.87	9,789,536.89	9,402,352.39	9,193,719.86	10,188,204.74	13,362,641.46	13,170,119.53
Dividends declared	2,853,600.00	2,853,600.00	2,853,666.00	3,498,412.00	4,143,104.00	3,820,782.00	3,958,270.00	4,214,510.50	4,418,806.50
Per cent on capital stock outstanding—									
Common	3	3	3	4	5	4½	4	5	5
Preferred	4	4	4	4	4	4	4	4	4
Additions, betterments, and permanent improvements appropriations	2,500,892.40	2,000,178.15	2,250,519.84	2,950,092.95	1,246,664.82	1,360,000.00	1,730,580.35	3,573,598.32	2,597,108.57
Sinking and special reserve funds appropriations									
Total surplus appropriated	5,394,492.40	4,853,778.15	5,104,185.84	6,448,504.95	5,389,768.82	5,180,782.00	5,688,850.35	7,788,108.82	7,015,914.07
Unappropriated surplus carried over to the following year	2,540,825.58	2,697,211.01	2,742,106.03	3,341,031.94	4,012,583.57	4,012,937.86	4,499,354.39	5,574,532.64	6,154,205.46

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Norfolk & Western Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	2,004.38	2,020.80	1,809.60	1,943.42	7.40	1,876.51	6.81	3.46	4.31
2. Owned—miles of all main tracks	2,424.89	2,468.90	1,981.57	2,280.43	15.08	2,131.00	13.79	6.07	7.99
3. Owned—miles of all tracks	3,525.02	3,619.78	2,703.79	3,278.97	21.27	2,991.38	17.84	7.39	10.27
4. Operated—miles of first main track	2,018.36	2,034.78	1,817.99	1,967.01	8.20	1,892.50	6.65	3.44	4.28
5. Operated—miles of all main tracks	2,438.87	2,482.88	1,989.96	2,304.02	15.78	2 146.99	13.59	6.03	7.94
6. Operated—miles of all tracks	3 539.00	3 633.76	2,712.18	3,305.65	21.88	3,008.91	17.62	7.35	10.23
B—TOTAL CAPITAL OBLIGATIONS	216,788,100	235,178,620	164,449,100	208,744,620	26.94	186,596,860	16.18	4.35	13.20
Per mile owned—first main track	108,157	116,379	90,875	107,448	18.24	99,438	9.07	.85	8.52
Per mile owned—all main tracks	89,401	95,256	82,989	91,911	10.75	87,563	2.23	D 1.62	4.82
Per mile owned—all tracks	61,500	64,970	60,822	63,820	4.94	32,378	D 1.32	D 2.83	2.65
Capital stock	108,653,000	123,133,300	89,000,000	95,166,600	6.93	92,083,300	18.00	18.23	33.99
Increase over previous year	11,369,000	14,480,300	....	....	....	....	....	....	....
Funded debt including notes issued for capital obligations	108,135,100	112,045,320	75,449,100	113,578,020	48.84	94,513,560	14.96	D 6.38	D 3.29
Increase over previous year	D 339,400	3,910,220	....	....	....	....	....	....	....
Ratio of capital stock to total capital obligations.	50.12	52.36	54.12	45.59	....	49.35	....	....	....
C—PROPERTY INVESTMENT:[1]									
Per mile owned—first main track	108,302	112,059	86,115	99,930	16.04	93,269	16.12	5.61	8.28
Per mile owned—all main tracks	89,521	91,721	78,641	85,162	8.29	82,130	9.00	2.08	4.58
Per mile owned—all tracks	61,582	62,559	57,635	59,228	2.76	58,508	5.25	.82	2.42
Additions to property investment account	217,279,334	226,449,608	155,832,943	194,206,772	24.62	175,019,857	24.03	8.27	12.94
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	39,901,981.82	43,923,647.44	25,497,415.79	33,848,895.39	32.75	29,673,155.59	34.47	13.45	24.89
Total operating expenses, including outside operations	25,856,584.14	28,757,147.97	15,451,698.96	21,359,061.71	38.23	18,405,380.33	40.48	22.18	35.89
Net operating revenue, including outside operations	14 045,397.68	15,166,499.47	10,045.716.83	12,489,833.68	24.33	11,267,775.26	24.65	2.63	8.27
Tax accruals	1,410,000.00	1,452,000.00	710,724.08	1,175,712.92	65.42	943,218.50	49.49	26.01	29.76
Operating income	12,635,397.68	13,714,499.47	9,334,992.76	11,314,120.77	21.20	10,324,556.76	22.38	D 1.97	6.40
Other income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Cr	1,063,362.66	1,174,005.71	119,669.67	730,711.34	510.61	425,190.50	173.61	91.62	111.56

Joint facilities—Cr.	44,473.16	48,128.81	28,662.75	38,753.54	35.21	33,708.15	81.94	22.65	23.74
Miscellaneous rents—Cr.	34,063.37	31,570.25	29,192.50	44,393.87	52.07	36,793.19	D 7.42	D 2.69	D 32.27
Total	13,777,296.87	14,968,204.24	9,512,517.68	12,127,979.52	27.49	10,820,248.60	27.33	1.85	10.65
Deductions from income relating to operation.									
Hire of equipment—Dr.									
Joint facilities—Dr.	74,798.33	80,727.26	101,680.69	58,037.68	D 42.92	79,859.18	D 6.34	48.07	59.80
Miscellaneous rents—Dr.	5,266.31	1,440.64		1,393.66	100.00	696.83	655.75	625.38	92.08
Total	80,064.64	82,167.80	101,680.69	59,431.34	D 41.55	80,556.01	D .61	56.25	60.35
Net operating income	13,697,232.23	14,886,036.44	9,410,837.00	12,068,548.17	28.24	10,739,692.59	27.54	1.64	10.46
Per cent on property investment									
Other income	271,089.31	561,240.13	126,895.81	387,048.76	205.01	256,976.28	5.49	D 54.05	D 4.87
Total income	13,968,321.54	15,447,276.57	9,537,732.81	12,455,596.93	30.59	10,996,664.87	27.02	D .70	9.82
Other deductions									
Lease of roads				60,473.16	100.00	30,236.58	D 100.00	D 100.00	D 100.00
Interest deductions	4,383,844.27	4,246,461.62	3,102,254.33	4,631,413.13	49.29	3,866,833.73	133.70	D 9.82	D 12.65
Miscellaneous other deductions	202,802.86	94,173.54	674,913.77	437,605.73	D 35.16	556,259.77	D 62.54	D 22.47	D 64.00
Total	4,586,647.13	4,340,635.16	3,777,168.10	5,129,492.07	35.80	4,453,330.08	2.99	D 14.22	D 17.01
Net corporate income for the year	9,381,674.41	11,106,641.41	5,760,564.70	7,326,104.87	27.18	6,543,334.79	43.38	6.18	25.70
Per cent on capital stock outstanding	8.63	9.02	6.47	7.70		7.11			
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	6,154,205.46	8,580,831.99	2,736,332.95	4,942,689 58	80.63	3,839,511.27	60.29	36.77	90.71
Net corporate income for the year	9,381,674.41	11,106,641.41	5,760,564.71	7,326,104.86	27.18	6,543,334.78	43.38	6.18	25.70
Miscellaneous profit and loss items—net	5,122.69	D 4,815.05		22,343.18	100.00	11,171.59	D 54.15	D 81.49	D 117.40
Total surplus	15,541,002.56	19,682,658.35	8,496,897.66	12,291,137.63	44.65	10,394,017.64	49.52	16.30	47.30
Dividends declared	5,588,105.50	6,706,464.00	3,240,476.40	4,400,094.70	35.78	3,820,285.55	46.27	32.59	59.13
Per cent on capital stock outstanding—									
Common	5¼	5	36	4.85	34.72	4.23	D 26.43	15	20
Preferred	4	4	4	4		4			
Additions, betterments, and permanent improvements appropriations	1,372,065.07	1,553,088.00	2,189,669.63	2,126,670.46	D 2.88	2,158,170.04	D 36.42	D 61.61	D 56.54
Sinking and special reserve funds appropriations									
Total surplus appropriated	6,960,170.57	8,259,552.00	5,430,146.03	6,526,765.16	20.20	5,978,455.59	16.42	10.63	6.05
Unappropriated surplus carried over to the following year	8,580,831.99	11,423,106.35	3,066,751.63	5,764,372.47	87.96	4,415,562.05	94.33	53.93	104.92

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Norfolk & Western Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 52.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$17,676,348.57	$18,894,941.10	$20,249,399.00	$24,111,800.91	$26,000,945.81	$23,990,629.53	$24,710,591.12	$30,037,796.22	$30,115,483.01
Passenger revenue	2,806,086.54	3,113,194.45	3,118,932.06	3,555,282.30	4,163,119.22	3,977,482.05	3,642,837.04	3,924,889.67	4,184,246.01
Mail revenue	217,693.62	222,978.48	224,137.37	264,576.25	267,981.71	290,577.85	294,451.54	338,449.10	339,705.15
Express revenue	247,026.23	310,040.46	318,613.77	364,579.10	468,576.41	449,324.36	426,047.36	461,655.25	503,402.06
Other transportation revenue	39,816.90	43,201.21	46,197.83	48,961.38	68,699.86	161,220.54	184,113.87	208,454.61	217,887.70
Revenue from operations other than transportation	113,318.16	134,621.14	132,965.55	125,107.72	137,935.87	92,982.82	60,059.73	92,625.57	196,798.54
Outside operations—revenues						120,404.00	91,181.49	106,814.59	113,383.37
Total operating revenue	21,100,290.02	22,718,976.84	24,090,245.58	28,470,307.66	31,107,258.88	20,082,621.15	29,418,283.15	35,170,685.01	35,670,905.84
Per mile operated—first main track	12,255.00	12,812.00	13,039.00	15,185.00	16,576.00	15,150.00	15,152.00	18,024.00	18,281.00
Per mile operated—all main tracks	11,423.00	11,839.00	11,965.00	13,816.00	14,745.00	13,394.00	13,275.00	15,791.00	14,902.00
Per mile operated—all tracks	8,674.00	8,836.00	8,775.00	9,984.00	10,508.00	9,428.00	9,234.00	10,669.00	10,331.00
B—EXPENSES:									
Maintenance of way and structures	2,754,199.70	2,860,055.60	3,081,248.28	3,423,913.43	3,878,420.41	3,384,709.39	3,331,888.47	3,752,045.16	4,328,717.35
Per mile operated—first main track	1,600.00	1,617.00	1,668.00	1,826.00	2,067.00	1,763.00	1,716.00	1,923.00	2,160.00
Per mile operated—all main tracks	1,491.00	1,490.00	1,530.00	1,662.00	1,838.00	1,559.00	1,504.00	1,631.00	1,808.00
Per mile operated—all tracks	1,132.00	1,112.00	1,122.00	1,201.00	1,310 00	1,097 00	1,056.00	1,138.00	1,254.00
Ratio to total operating revenue	13.05	12.59	12.79	12.03	12.47	11.64	11.33	10.67	12.13
Ratio to total operating expenses	22.31	20.78	21.00	20.21	19.82	17.91	18.68	17.73	18.75
Maintenance of equipment	3,041,414.12	3,532,058.18	3,890,310.11	4,725,370.50	5,213,445.48	4,910,241.68	4,919,434.74	5,951,907.15	6,638.841.52
Ratio to total operating revenue	14.42	15.55	16.15	16.60	16.76	16 88	16.72	16.92	18.61
Ratio to total operating expenses	24.66	25.68	26.53	27.90	26.65	26.03	27.59	28.12	28.76
Traffic expenses						475,578.09	487,106.05	551,806.15	586,715.55
Ratio to total operating revenue						1.64	1.66	1.57	1.65
Ratio to total operating expenses						2.52	2.73	2.61	2.54
Transportation expenses	6,129,563.06	6,939,686.94	7,171,105.57	8,206,081.91	9,820,010.12	9,318,276 16	8,346,991.94	10,069,726.22	10,672,624.23
Ratio to total operating revenue	20.06	30.54	29.77	28.82	31.57	32.04	28.37	28.63	29.92
Ratio to total operating expenses	49.70	50.44	48.90	48.45	50.20	49.40	46.81	47.59	47.24
General expenses	407,129.05	427,251.50	523,485.82	582,926.49	650,782.23	675,908.58	644,335.23	721,275.01	731,381.40
Ratio to total operating revenue	1.93	1.88	2.17	2.04	2.09	2.32	2.19	2.05	2.05
Ratio to total operating expenses	3.30	3.10	3.57	3.44	3.33	3.58	3.61	3.41	3.17
Outside operations (see note at bottom)						98,123.40	102,412.99	115,314.71	123,363.23
Total operating expenses	12,332,306.23	13,759,052.22	14,666,185.78	16,938,292.33	19,562,658.24	18,862,837.30	17,832,169.42	21,162,074.40	23,081,643.28
Ratio to total operating revenue	58.44	60.56	60.88	59.49	62.89	64.86	60.62	60.17	64.71
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—Taxes:									
Per mile owned—first main track	279.00	380.00	366.00	396.00	535.00	542.00	530.00	578.00	663.00
Per mile owned—all main tracks	260.00	350.00	336.00	359.00	475.00	478.00	463.00	489.00	555.00
Per mile owned—all tracks	198.00	261.00	246.00	259.00	338.00	336.00	324.00	341.00	384.00
Ratio to total operating revenue	2.28	2.95	2.79	2.58	3.20	3.51	3.43	3.18	3.70
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives						1,615,927.73	1,548,812.27	2,082,446.97	2,282,026.18
Cost per 100 pounds tractive power						5.25	5.04	6.58	6.66
Average cost per locomotive						1,708.00	1,637.00	2,151.00	2,311.00
Passenger-train cars						278,060.19	257,562.25	320,908.14	363,810.94
Average cost per passenger car						713.00	664.00	831.00	915.00
Freight-train cars						2,756,808.50	2,857,569.95	3,203,263.66	3,654,391.93
Average cost per freight car						75.00	80.00	84.00	90.00
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives						1,410,775.28	1,229,535.27	1,750,009.75	1,925,647.48
Cost per 100 pounds tractive power						4.58	4.00	5.53	5.61
Average cost per locomotive						1,491.00	1,300.00	1,808.00	1,950.00
Passenger-train cars						243,983.77	206,731.70	268,975.46	306,612.58
Average cost per passenger car						626.00	533.00	697.00	771.00
Freight-train cars						2,066,564.69	1,892,159.64	2,237,469.07	2,580,699.05
Average cost per freight car						56.00	53.00	59.00	63.00
F—Statistics:									
Number of passengers carried 1 mile	123,124,635	136,521,565	141,159,752	154,860,312	176,082,609	209,279,408	171,270,331	181,068,855	193,756,054
Average rate per passenger mile (cents)	02.279	02.280	02.210	02.295	02.364	01.901	02.127	02.167	02.160
Number of tons of revenue freight carried 1 mile	3,639,684,856	3,830,794,285	4,270,239,257	5,011,466,563	5,252,561,457	4,985,915,528	5,377,020,950	6,722,495,387	6,797,365,271
Average rate per ton mile (cents)	00.486	00.493	00.474	00.481	00.495	00.481	00.460	00.447	00.443
Average revenue tons per car per mile	23.26	23.13	24.15	25.06	25.51	27.24	28.02	29.23	28.98
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	486.27	488.27	531.48	571.06	564.27	571.15	616.24	635.48	642.62
Note.									
Outside operations—expenses:									
Total expenses						98,123.40	102,412.99	115,314.71	123,363.23
Ratio to total operating revenues						.34	.35	.33	.35
Ratio to total operating expenses						.53	.58	.58	.54

SHRIVER EXHIBIT No. 1—Continued.

Norfolk & Western Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES;					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$34,022,572.20	$37,588,023.87	$21,386,687.00	$28,575,414.00	33.61	$24,981,051.00	26.38	13.27	25.14
Passenger revenue	4,342,452.32	4,715,293.85	3,351,323.00	4,014,382.00	19.78	3,682,852.00	15.19	10.64	20.14
Mail revenue	343,253.93	352,722.20	239,474.00	321,288.00	34.16	280,381.00	18.32	1.42	4.22
Express revenue	530,317.89	552,906.88	341,767.00	747,149.00	38.72	407,958.00	23.07	14.87	19.77
Other transportation revenue	248,772.16	286,464.56	49,375.00	204,090.00	303.35	126,733.00	49.05	19.34	27.42
Revenue from operations other than transportation	247,868.55	244,509.16	128,790.00	139,867.00	8.60	134,328.00	45.81	167.60	163.98
Outside operations—revenues	166,744.77	183,726.92		119,706.00	100.00	59,853.00	64.10	56.11	72.00
Total operating revenue	39,901,981.82	43,923,647.44	25,497,416.00	33,848,896.00	32.75	29,673,156.00	25.63	13.45	24.88
Per mile operated—first main track	19,720.00	21,586.00	14,025.06	17,208.30	22.70	15,679.34	25.77	9.41	9.76
Per mile operated—all main tracks	16,361.00	17,691.00	12,813.02	14,691.23	14.66	13,820.82	18.38	7.00	15.70
Per mile operated—all tracks	11,274.00	12,088.00	9,401.07	10,239.71	8.92	9,861.76	14.33	5.67	13.30
B—EXPENSES:									
Maintenance of way and structures	4,816,337.95	5,542,960.04	3,199,575.00	3,922,747.00	22.60	3,561,161.00	26.06	28.37	47.43
Per mile operated—first main track	2,386.00	2,724.00	1,759.95	1,994.16	13.31	1,881.72	26.78	24.08	41.65
Per mile operated—all main tracks	1,975.00	2,232.00	1,697.86	1,702.57	5.89	1,658.68	19.05	21.09	36.85
Per mile operated—all tracks	1,361.00	1,525.00	1,179.70	1,186.68	.59	1,183.54	14.99	19.60	34.01
Ratio to total operating revenue	13.07	12.62	12.55	11.59		12.00			
Ratio to total operating expenses	18.63	19.28	20.71	18.37		19.35			
Maintenance of equipment	7,676,464.10	8,336,631.12	4,080,520.00	6,019,378.00	47.51	5,049,949.00	34.22	28.97	40.07
Ratio to total operating revenue	19.24	18.98	16.00	17.78		17.02			
Ratio to total operating expenses	29.69	28.99	26.41	28.18		27.44			
Traffic expenses	639,935.74	691,557.95		548,228.00	100.00	274,114.00	57.16	15.97	25.33
Ratio to total operating revenue	1.60	1.57		1.62		.92			
Ratio to total operating expenses	2.47	2.40		2.57		1.49			
Transportation expenses	11,771,799.60	13,192,921.89	7,653,290.00	10,035,884.00	31.13	8,844,587.00	21.87	16.90	31.02
Ratio to total operating revenue	29.50	30.04	30.02	29.65		29.81			
Ratio to total operating expenses	45.52	45.88	49.53	46.99		48.05			
General expenses	764,852.48	801,741.96	518,315.00	707,550.00	36.51	612,933.00	19.86	6.04	11.16
Ratio to total operating revenue	1.92	1.83	2.03	2.09		2.06			
Ratio to total operating expenses	2.96	2.79	3.35	3.31		3.33			
Outside operations (see note at bottom)	187,154.27	191,335.01							

Total operating expenses	25,856,584.14	28,757,147.97	15,451,700.00	21,359,061.00	38.23	18,405,380.00	28.82	22.18	35.89
Ratio to total operating revenue	64.80	65.47	60.00	63.10		62.03			
Ratio to total operating expenses	100.00	100.00	100.00	100.00		100.00			
C—TAXES:									
Per mile owned—first main track	703.00	719.00	391.00	603.20	54.27	497.10	41.42	21.62	24.39
Per mile owned—all main tracks	581.00	588.00	356.00	513.20	44.16	434.60	33.87	18.61	20.25
Per mile owned—all tracks	400.00	401.00	260.40	357.00	37.10	308.70	29.58	17.30	17.60
Ratio to total operating revenue	3.53	3.31	2.79	2.47					
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	2,903,531.37	3,005,099.68		2,086,548.90				39.43	44.31
Cost per 100 pounds tractive power	8.10	7.66		6.39				23.10	16.41
Average cost per locomotive	2,915.00	2,934.00		2,153.97				35.52	36.40
Passenger-train cars	384,323.89	398,337.29		320,933.08				19.76	24.13
Average cost per passenger car	956.00	994.00		916.62				15.04	19.61
Freight-train cars	3,965,740.22	4,413,952.90		3,287,454.85				23.79	37.80
Average cost per freight car	94.00	103.00		84.99				12.50	22.62
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	2,529,015.55	2,589,194.55		1,768,996.66				44.51	47.95
Cost per 100 pounds tractive power	7.05	6.60		5.42				27.49	19.35
Average cost per locomotive	2,539.00	2,528.00		1,826.00				40.43	39.82
Passenger-train cars	332,758.95	343,723.13		271,812.50				23.71	27.79
Average cost per passenger car	828.00	857.00		692.00				18.79	22.96
Freight-train cars	2,817,235.13	3,165,516.31		2,318,825.51				25.91	41.48
Average cost per freight car	67.00	74.00		60.00				13.56	25.42
F—STATISTICS:									
Number of passengers carried 1 mile	202,710,820	219,996,213	146,349,775	191,617,093	30.96	168,983,431	19.96	11.95	21.50
Average rate per passenger per mile (cents)	02.142	02.143	02.290	02.095	D 8.52	02.180	D 1.74	D 1.15	D 1.15
Number of tons of revenue freight carried 1 mile	8,030,301,398	8,856,070,381	4,400,949,283	6,382,619,807	45.03	5,391,784,545	48.94	19.45	31.77
Average rate per ton per mile (cents)	00.424	00.424	.485	.447	D 7.84	4.63	9.20	D 5.15	D 5.15
Average revenue tons per car per mile	30.12	30.57	24.32	28.72	18.09	26.52	13.57	.89	1.34
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	692.43	763.84	528.27	631.58	19.56	579.93	19.40	8.96	20.20
NOTE.									
OUTSIDE OPERATIONS—EXPENSES:									
Total expenses	187,154.27	191,335.01		125,274.00	100.00	62,637.00	66.53	62.30	65.92
Ratio to total operating revenues	.47	.43		.37		.22			
Ratio to total operating expenses	.73	.66		.58		.34			

SHRIVER EXHIBIT No. 1—Continued.

Pennsylvania System (East and West).

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 53.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	10,410	10,449	10,503	10,542	10,642	10,684	10,670	10,683	10,699
2. Owned—miles of all main tracks	13,729	14,114	14,475	14,692	15,013	15,207	15,264	15,290	15,527
3. Owned—miles of all tracks	19,659	20,462	21,272	21,809	22,457	22,785	22,929	23,075	23,581
4. Operated—miles of first main track	10,629	10,814	10,799	10,893	11,037	11,066	11,061	11,062	11,077
5. Operated—miles of all main tracks	13,962	14,536	14,864	15,176	15,574	15,726	15,854	15,869	16,111
6. Operated—miles of all tracks	19,904	21,003	21,671	22,441	23,194	23,446	23,661	23,807	24,317
B—TOTAL CAPITAL OBLIGATIONS	789,871,364	926,774,300	962,255,695	1,126,134,011	1,163,313,471	1,162,481,130	1,152,061,115	1,198,731,518	1,218,514,868
Per mile owned—first main track	75,876	88,695	91,617	106,824	109,313	108,806	107,972	112,209	113,891
Per mile owned—all main tracks	57,533	65,663	66,477	76,649	77,487	76,444	75,476	78,400	78,477
Per mile owned—all tracks	40,179	45,292	45,236	51,636	51,802	51,020	50,245	51,949	51,674
Capital stock	347,127,732	413,896,381	434,327,213	433,708,121	438,579,842	438,758,692	425,809,200	526,074,680	574,837,702
Increase over previous year	....	66,768,649	20,430,832	D 619,092	4,871,721	178,850	D 12,949,492	100,265,480	48,763,022
Funded debt, including notes issued for capital obligations	442,743,632	512,877,919	527,928,482	692,425,890	724,733,629	723,722,438	726,251,915	672,656,838	643,677,166
Increase over previous year	....	70,134,287	15,050,563	164,497,408	32,307,739	D 1,011,191	2,529,477	D 53,595,077	D 28,979,672
Ratio of capital stock to total capital obligations, per cent	43.95	44.66	45.14	38.51	37.70	37.74	36.96	43.89	47.18
C—PROPERTY INVESTMENT [1]	856,182,904	898,971,381	935,839,751	992,054,358	1,059,315,444	1,090,252,775	1,102,808,842	1,179,746,058	1,322,077,944
Per mile owned—first main track	82,246	86,034	89,102	94,105	99,541	102,045	103,356	110,432	123,570
Per mile owned—all main tracks	62,363	63,694	64,652	67,523	70,560	71,694	72,249	77,158	85,147
Per mile owned—all tracks	43,552	43,934	43,994	45,488	47,171	47,850	48,097	51,127	56,065
Additions to property investment account	....	42,788,477	36,868,370	56,214,607	67,261,086	30,937,331	12,556,067	76,937,216	142,331,886
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	233,584,945	237,614,107	248,232,611	282,041,225	314,924,603	299,071,456	287,265,581	335,388,574	332,533,327
Total operating expenses, including outside operations	160,999,429	169,107,493	173,028,104	192,592,880	221,703,976	216,631,018	202,941,940	235,626,936	244,113,803
Net operating revenue, including outside operations	72,585,516	68,416,614	75,204,507	89,448,345	93,220,627	82,440,438	84,323,641	99,761,638	88,419,524
Tax accruals	6,349,813	6,762,963	5,431,450	8,955,348	8,322,269	9,133,307	10,120,951	11,169,174	12,656,633

Operating income	66,235,703	61,653,651	69,773,057	80,492,997	84,898,358	73,307,131	74,202,690	88,592,464	75,762,891
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr	1,002,677	1,315,859	1,269,001	1,561,161	1,109,915	2,026,832	2,575,019	2,907,614	2,836,022
Miscellaneous rents—Cr	892,864	661,444	1,069,801	874,112	1,148,365	3,144,226	2,429,303	2,264,088	2,613,774
Total	68,131,244	63,630,954	72,111,859	82,928,270	87,156,638	78,478,189	79,207,012	93,764,166	81,212,687
Deductions from income relating to operation									
Hire of equipment—Dr	2,487,245	2,374,531	2,202,393	2,162,216	1,471,622	441,138	2,405,121	1,982,741	2,389,696
Joint facilities—Dr	1,307,780	1,662,083	2,068,711	2,818,801	3,003,473	2,271,823	2,624,947	2,909,905	3,030,104
Miscellaneous rents—Dr	208,012	241,263	165,291	219,486	284,590	2,437,873	1,585,017	1,397,269	1,448,801
Total	4,003,037	4,277,877	4,436,395	5,200,503	4,759,685	5,150,834	6,615,085	6,289,915	6,868,601
Net operating income	64,128,207	59,353,077	67,675,464	77,727,767	82,396,953	73,327,355	72,591,927	87,474,251	74,344,086
Per cent on property investment	7.49	6.60	7.23	7.84	7.78	6.73	6.58	7.41	5.62
Other income	6,077,395	6,535,845	7,781,892	8,343,196	10,375,759	12,802,147	11,002,443	11,878,851	11,831,240
Total income	70,205,602	65,888,922	75,457,356	86,070,963	92,772,712	86,129,502	83,594,370	99,353,102	86,175,326
Other deductions									
Lease of roads									
Interest deductions	20,588,130	21,609,310	23,965,645	24,341,044	29,786,571	31,079,089	31,353,109	29,459,859	26,818,985
Miscellaneous other deductions	792,682	1,416,980	533,686	597,738	723,614	782,272	920,921	625,891	1,023,364
Total	21,380,812	23,026,290	24,499,331	24,938,782	30,510,185	31,861,361	32,274,030	30,085,750	27,842,349
Net corporate income for the year	48,824,790	42,862,632	50,958,025	61,132,181	62,262,527	54,268,141	51,320,340	69,267,352	58,332,977
Per cent on capital stock outstanding	14.07	10.36	11.73	14.10	14.20	12.37	12.05	13.17	10.15
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	8.74	6.93	7.68	7.50	7.77	7.08	6.95	8.18	6.94
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	67,863,127	78,121,425	58,224,767	60,672,967	67,554,076	69,054,021	68,708,282	74,140,054	85,750,329
Net corporate income for the year	48,824,790	42,862,632	50,958,025	61,132,181	62,262,527	54,268,141	51,320,340	69,267,352	58,332,977
Miscellaneous profit and loss items—net	Cr.9,846,050	Cr.10,097,117	Cr.3,145,391	Cr.5,397,627	Cr.19,736,163	Dr.2,954,538	Cr.439,317	Cr.17,442,336	Cr.3,058,076
Total surplus	126,533,967	131,081,174	112,328,183	127,202,775	149,552,766	120,367,624	120,467,939	160,849,742	147,141,382
Dividends declared	19,513,636	24,585,635	26,241,279	26,804,322	32,630,336	28,357,969	26,658,884	34,373,350	32,645,024
Per cent on capital stock outstanding	5.62	5.94	6.04	6.18	7.44	6.46	6.26	6.53	5.68
Additions, betterments, and permanent improvements appropriations	23,899,652	42,552,928	20,771,468	27,213,828	42,564,787	17,860,195	13,906,630	37,106,114	22,818,269
Sinking and special reserve funds appropriations	4,999,254	5,717,844	4,642,469	5,630,549	5,303,622	5,441,178	5,762,371	3,619,949	5,025,263
Total surplus appropriated	48,412,542	72,856,407	51,655,216	59,648,699	80,498,745	51,659,342	46,327,885	75,099,413	60,488,55
Unappropriated surplus carried over to the following year	78,121,425	58,224,767	60,672,967	67,554,076	69,054,021	68,708,282	74,140,054	85,750,329	86,652,826

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rent of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been **deducted from** maintenance of way and structures expenses year 1908 and added to **maintenance of** equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borro**wed—Dr." have** been adjusted through expense and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Pennsylvauia System (East and West)—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912.					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	10,814	10,818	10,509	10,710	1.91	10,610	1.92	1.23	1.26
2. Owned—miles of all main tracks	15,748	15,800	14,405	15,407	6.96	14,906	5.65	3.00	3.34
3. Owned—miles of all tracks	23,980	24,194	21,132	23,270	10.12	22,201	8.01	3.92	4.85
4. Operated—miles of first main track	11,213	11,225	10,834	11,096	2.42	10,965	2.26	1.37	1.47
5. Operated—miles of all main tracks	16,398	16,475	14,822	15,992	7.89	15,407	6.43	3.33	3.82
6. Operated—miles of all tracks	24,814	25,061	21,643	24,009	10.93	22,826	8.71	4.23	5.27
B—TOTAL CAPITAL OBLIGATIONS	1,220,479,933	1,231,138,848	993,669,768	1,190,453,713	19.80	1,092,061,741	11.76	1.81	2.70
Per mile owned—first main track	112,861	113,805	94,554	111,153	17.56	102,928	9.65	0.58	1.42
Per mile owned—all main tracks	77,501	77,920	68,981	77,267	12.01	73,263	5.78	D 1.15	D 0.61
Per mile owned—all tracks	50,896	50,886	47,022	51,158	8.80	49,190	3.47	D 2.03	D 2.05
Capital stock	574,257,051	615,873,129	[1] 413,527,858	507,947,465	22.83	460,737,661	24.64	9.16	17.07
Increase over previous year	D 580,651	41,616,078	[1] 22,863,027	27,135,442	18.69	[2] 25,236,591			D 58.49
Funded debt, including notes issued for capital obligations	646,222,882	615,265,719	580,141,910	682,506,248	17.64	631,324,080	2.36	D 3.93	D 8.53
Increase over previous year	2,545,716	D 30,957,163	[1] 70,497,499	D 15,702,149		[2] 22,608,806	D 88.74		D 42.24
Ratio of capital stock to total capital obligations, per cent	47.05	50.02	41.62	42.67	2.52	42.19	11.52	7.20	13.97
C—PROPERTY INVESTMENT [3]	1,345,481,275	1,386,932,977	948,472,768	1,208,073,379	27.37	1,078,273,073	24.78	14.05	17.56
Per mile owned—first main track	124,420	128,206	90,253	112,799	24.98	101,628	22.43	12.67	16.09
Per mile owned—all main tracks	85,438	87,781	65,848	78,411	19.08	72,338	18.11	10.73	13.77
Per mile owned—all tracks	56,108	57,325	44,883	51,915	15.67	48,569	15.52	9.74	12.12
Additions to property investment account	23,403,331	41,451,702	[1] 50,783,135	57,233,166	12.70	[2] 54,366,486	D 56.95	D 69.58	D 46.12
D—INCOME ACCOUNT: [4]									
Total operating revenue, including outside operations	344,517,155	382,446,214	263,279,498	319,755,218	21.45	291,517,358	18.18	2.72	14.03
Total operating expenses, including outside operations	254,422,963	290,119,075	183,504,376	230,747,332	25.74	207,125,854	22.83	7.98	23.13
Net operating revenue, including outside operations	90,094,192	92,327,139	79,775,122	89,007,886	11.57	84,391,504	6.76	D 9.69	D 7.45
Tax accruals	14,003,867	15,248,953	7,164,369	11,416,786	59.36	9,290,577	50.73	25.38	36.53
Operating income	76,090,325	77,078,186	72,610,753	77,591,100	6.86	75,100,927	1.52	D 14.11	D 13.00
Other income relating to operation									

Hire of equipment—Cr.									
Joint facilities—Cr.	2,849,099	2,844,850	1,251,723	2,638,917	110.82	1,945,320	46.46	D 2.01	D 2.16
Miscellaneous rents—Cr.	2,803,225	2,765,357	929,317	2,650,923	185.25	1,790,120	56.59	23.81	22.14
Total	81,742,649	82,688,393	74,791,793	82,880,940	10.82	78,836,367	3.69	D 12.82	D 11.81
Deductions from income relating to operation									
Hire of equipment—Dr.	1,231,700	1,413,712	2,139,601	1,690,079	D 21.01	1,914,840	D 35.68	D 37.88	D 28.70
Joint facilities—Dr.	3,367,870	3,658,887	2,172,170	2,840,930	30.79	2,506,550	34.36	15.74	25.74
Miscellaneous rents—Dr.	1,554,137	1,627,054	223,728	1,684,619	652.98	954,174	62.88	11.23	16.45
Total	6,153,707	6,699,653	4,535,499	6,215,628	37.04	5,375,564	14.48	D 2.17	6.51
Net operating income	75,588,942	75,988,740	70,256,294	76,665,312	9.12	73,460,803	2.90	D 13.59	D 13.13
Per cent on property investment	5.62	5.48	7.41	6.35	D 14.30	6.81	D 17.47	D 24.16	D 26.05
Other income	11,440,063	11,143,581	7,822,817	11,790,949	50.73	9,806,884	16.65	D 3.69	D 6.19
Total income	87,029,005	87,132,321	78,079,111	88,456,261	13.29	83,267,687	4.52	D 12.40	D 12.30
Other deductions									
Lease of roads									
Interest deductions	26,546,397	26,596,911	24,058,140	29,051,488	20.76	26,554,814	D 0.03	D 9.89	D 9.72
Miscellaneous other deductions	1,305,094	1,160,199	812,940	931,508	14.59	872,224	49.63	108.32	85.37
Total	27,851,491	27,757,110	24,871,080	29,982,996	20.65	27,427,038	1.55	D 7.43	D 7.74
Net corporate income for the year	59,177,514	59,375,211	53,208,031	58,473,265	9.90	55,840,649	5.98	D 14.57	D 14.28
Per cent on capital stock outstanding	10.31	9.64	12.87	11.51	D 10.57	12.12	D 14.93	D 21.72	D 26.80
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	6.97	6.88	7.69	7.22	D 6.11	7.44	D 6.32	D 14.79	D 15.89
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	86,652,826	81,037,360	66,487,272	76,861,102	15.60	71,674,187	20.90	16.88	9.30
Net corporate income for the year	59,177,514	59,375,211	53,208,031	58,473,265	9.90	55,840,649	5.98	D 14.57	D 14.28
Miscellaneous profit and loss items—net	Dr. 5,483,580	Dr. 11,754,059	Cr. 9,644,470	Cr. 2,500,322	D 74.08	Cr. 6,072,396			
Total surplus	140,346,760	128,658,512	129,339,773	137,834,689	6.57	133,587,232	5.06	D 12.75	D 20.01
Dividends declared	34,835,215	34,937,260	25,955,042	31,374,088	20.88	28,664,566	21.53	1.34	1.64
Per cent on capital stock outstanding	6.07	5.67	6.28	6.18	D 1.59	6.22	D 2.41	D 7.04	D 13.17
Additions, betterments, and permanent improvements appropriations	19,598,610	20,162,702	31,400,533	22,257,964	D 29.12	26,829,248	D 26.95	D 47.18	D 45.66
Sinking and special reserve funds appropriations	4,875,575	5,189,071	5,258,747	4,944,867	D 5.97	5,101,807	D 4.43	34.69	43.35
Total surplus appropriated	59,309,400	60,289,033	62,614,322	58,576,919	D 6.45	60,595,621	D 2.12	D 21.03	D 19.72
Unappropriated surplus carried over to the following year	81,037,360	68,369,470	66,725,451	79,257,770	18.78	72,991,611	11.02	D 5.50	D 20.27

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[1] Four-year average.

[2] Nine-year average.

[3] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[4] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Pennsylvania System (*East and West*)—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS.)

[Page 54.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$161,826,176	$162,527,093	$171,181,278	$197,830,411	$223,977,678	$201,750,545	$190,700,725	$230,783,564	$222,292,462
Passenger revenue	55,402,817	57,219,843	58,851,297	64,568,704	69,714,304	70,470,344	65.581,983	71,438,603	76,392,112
Mail revenue	4,876,473	5,395,210	5,424,857	6,030,203	6,042,814	5,828,561	5,800,715	5,897,347	5,919,062
Express revenue	6,143,053	6,703,925	7,020,867	7,661,973	8,762,833	9,503,535	8,305,947	9,158,849	9,337,741
Other transportation revenue	2,753,919	2,526,671	2,705,258	3,080,698	3,343,552	5,738,902	6,268,414	6,997,831	7,391,554
Revenue from operations other than transportation	261,120	348,145	167,781	142,742	121,894	2.473.379	1,962,803	2,400,063	2,675,838
Outside operations revenue	2,321,372	2,893,220	2,881,273	2,726,494	2,961,528	3,306,190	8,644,994	8,712,297	8,524,558
Total operating revenue	233,584,945	237,614,107	248,232,611	282,041,225	314,924,603	299,071,456	287,265,581	335,388,574	332,533,327
Per mile operated—first main track	21,976	21,973	22,987	25,892	28,534	27,026	25,971	30,319	30,020
Per mile operated—all main tracks	16,730	16,347	16,700	18,585	20,221	19,018	18,119	21,135	20,640
Per mile operated—all tracks	11,736	11,313	11,455	12,568	13,578	12,756	12,141	14,088	13,675
B—EXPENSES:									
Maintenance of way and structures	29,060,287	28,776,433	29,984,736	34,032,611	39,692,652	34,994,637	33,384,382	42,574,582	40,907,965
Per mile operated—first main track	2,734	2,661	2,777	3,124	3,596	3,162	3,018	3,849	3,693
Per mile operated—all main tracks	2,081	1,980	2,017	2,243	2,549	2,225	2,106	2,683	2,539
Per mile operated—all tracks	1,460	1,370	1,384	1,517	1,711	1,493	1,411	1,788	1,682
Ratio to total operating revenue	12.44	12.11	12.08	12.07	12.60	11.70	11.62	12.69	12.30
Ratio to total operating expenses	18.03	17.01	17.33	17.67	17.91	16.15	16.45	18.07	16.76
Maintenance of equipment	37,499,564	39,500,871	41,830,186	47,479,730	54,560,987	52,743,509	50,021,862	58,197,036	57,730,041
Ratio to total operating revenue	16.05	16.62	16.85	16.83	17.33	17.63	17.41	17.35	17.36
Ratio to total operating expenses	23.30	23.35	24.18	24.66	24.61	24.35	24.65	24.70	23.65
Traffic expenses	....	....	....	....	....	4,721,034	4,578,244	5,129,401	5,595,167
Ratio to total operating revenue	....	....	....	....	....	1.58	1.60	1.53	1.68
Ratio to total operating expenses	....	....	....	....	....	2.18	2.26	2.18	2.29
Transportation expenses	87,279,016	92,470,732	92,690,935	102,128,653	117,270,205	113,060,422	99,118,931	122,263,826	121,830,643
Ratio to total operating revenue	37.36	38.92	37.34	36.21	37.24	37.80	34.51	33.47	36.64
Ratio to total operating expenses	54.22	54.66	53.58	53.03	52.90	52.19	48.84	47.64	49.91
General expenses	5,105,113	5,751,695	5,968,043	6,360,903	7,272,180	7,741,462	7,818,882	8,204,376	8,841,664
Ratio to total operating revenue	2.19	2.42	2.40	2.26	2.31	2.59	2.72	2.45	2.66
Ratio to total operating expenses	3.17	3.40	3.45	3.30	3.28	3.57	3.85	3.48	3.62
Total operating expenses	160,971,446	169,173,357	173,003,416	192,571,025	221,671,344	216,631,019	202,941,940	235,626,935	244,113,808
Ratio to total operating revenue	68.91	71.20	69.69	68.28	70.39	72.43	70.65	70.25	73.41
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES	6,349,813	6,762,963	5,431,450	8,955,348	8,822,269	9,183,307	10,120,951	11,169,174	12,656,663
Per mile owned—first main track	610	647	517	849	782	855	949	1,046	1,183
Per mile owned—all main tracks	463	479	375	610	554	601	663	730	815
Per mile owned—all tracks	323	331	255	411	371	401	441	484	537
Ratio to total operating revenue	2.72	2.85	2.19	3.18	2.64	3.05	3.52	3.83	3.81
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	12,015,140	14,340,283	15,851,836	16,535,008	18,964,518	18,458,391	18,139,419	20,042,561	21,425,522
Cost per 100 pounds tractive power	9.66	10.47	10.42	9.51	10.29	9.60	9.56	10.16	10.14
Average cost per locomotive	2,419	2,704	2,806	2,672	2,962	2,816	2,818	3,048	3,113
Passenger-train cars	4,046,666	4,566,598	4,419,103	4,703,619	5,597,077	4,766,074	6,806,610	7,037,452	6,271,674
Average cost per passenger car	831	891	845	912	1,037	873	1,263	1,290	1,049
Freight-train cars	17,569,074	16,696,594	17,685,612	21,520,006	24,587,680	24,362,601	21,376,803	26,744,056	24,577,229
Average cost per freight car	81	79	82	97	100	97	86	105	94
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives						17,098,337	15,991,830	18,433,040	19,677,177
Cost per 100 pounds tractive power						8.97	8.43	9.34	9.31
Average cost per locomotive						2,608	2,484	2,804	2,859
Passenger-train cars						4,011,088	3,892,329	4,168,371	4,278,835
Average cost per passenger car						735	722	764	716
Freight-train cars						16,843,099	15,610,694	18,388,261	19,018,519
Average cost per freight car						67	63	72	73
F—STATISTICS:									
Number of passengers carried 1 mile	2,771,787,998	2,860,266,126	3,009,514,722	3,222,798,674	3,601,412,916	3,751,936,788	3,567,523,897	3,935,025,810	4,182,368,154
Average rate per passenger per mile	1.948	1.948	1.906	1.954	1.903	1.847	1.838	1.815	1.827
Number of tons of revenue freight carried 1 mile	25,192,345,977	25,030,225,729	26,660,530,041	31,612,900,906	35,902,276,108	32,883,791,477	30,826,080,451	37,437,726,017	36,116,858,302
Average rate per ton per mile (cents)	0.642	0.649	0.642	0.626	0.624	0.614	0.619	0.616	0.615
Average revenue tons per loaded car per mile	21.14	21.26	21.62	22.72	24.43	24.67	24.10	24.69	24.33
Average revenue tons per car per mile	14.14	14.03	14.18	14.94	16.26	15.64	15.33	16.28	15.78
Average revenue tons per train per mile	436.32	411.63	417.08	442.31	473.69	476.29	497.20	523.21	521.61
OUTSIDE OPERATIONS—EXPENSES	2,027,466	2,673,626	2,529,516	2,569,128	2,875,320	3,369,955	8,019,639	9,257,714	9,208,323
Ratio to total operating revenue	0.87	1.13	1.02	0.91	0.91	1.13	2.79	2.76	2.77
Ratio to total operating expenses	1.26	1.58	1.46	1.34	1.30	1.56	3.95	3.93	3.77

Shriver Exhibit No. 1—Continued.

Pere Marquette R. R. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 55.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Mileage:									
1. Owned—miles of first main track	2,124.22	1,128.87	2,139.45	2,151.15	2,139.50	2,137.76	2,123.32	2,060.26	2,054.61
2. Owned—miles of main tracks	2,124.22	2,128.87	2,139.45	2,158.33	2,146.68	2,144.94	2,130.50	2,067.44	2,061.79
3. Owned—miles of all tracks	2,767.83	2,803.48	2,817.83	2,889.75	2,877.57	2,867.54	2,850.62	2,798.72	2,811.59
4. Operated—miles of first main track	2,195.59	2,221.24	2,386.33	2,403.25	2,362.11	2,360.37	2,335.90	2,328.34	2,331.47
5. Operated—miles of all main tracks	2,253.37	2,300.02	2,600.91	2,625.01	2,584.85	2,583.11	2,558.27	2,553.25	2,556.38
6. Operated—miles of all tracks	2,905.93	2,983.58	3,296.91	3,391.88	3,357.81	3,325.66	3,298.42	3,321.67	3,343.64
B—Total capital obligations:	$71,773,622.43	$73,588,418.73	$82,292,355.00	$85,007,907.46	$88,500,703.54	$91,727,126.44	$90,587,052.44	$89,766,869.44	$97,247,149.44
Per mile owned—first main track	33,788.22	34,566.89	38,464.26	39,517.42	41,365.13	42,908.06	42,662.63	43,570.65	47,331.20
Per mile owned—all main tracks	33,788.22	34,566.89	38,464.26	39,385.96	41,226.78	42,764,43	42,519.15	43,419.33	47,166.37
Per mile owned—all tracks	25,931.37	26,248.95	29,204.16	26,417.05	30,755.36	31,988.09	31,778.02	32,074.26	34,587.96
Capital stock	28,000,000.00	28,000,000.00	28,000,000.00	28,000,000.00	28,000,000.00	28,306,003.44	28,306,003.44	28,306,002.44	28,306,002.44
Increase over previous year						306,003.44		D 1.00	
Funded debt, including notes issued for capital obligations	43,773,622.43	45,588,418.73	54,292,355.00	57,007,907.46	60,500,703.54	63,421,123.00	62,281,049.00	61,460,867.00	68,941,147.00
Increase over previous year	12,600,285,00	1,814,796.30	8,703,936.27	2,715,552.46	3,492,796.08	2,920,419.46	D1,140,074.00	D 820,182.00	7,480,280.00
Ratio of capital stock to total capital obligations	39.01	38.05	34.03	32.94	31.64	30.86	31.25	31.53	29.11
C—Property investment [1]	68,701,497.46	70,880,140.71	75,957,005.71	79,645,072.00	83,491,731.15	87,669,927.03	87,902,354.35	87,748,169.92	88,539,433.03
Per mile owned—first main track	32,341.99	33,294.72	35,503.05	37,024.42	39,023.95	41,010.18	41,398.54	42,590.82	43,093.06
Per mile owned—all main tracks	32,341.99	33,294.72	35,503.05	36,901.25	38,893.42	41,872.90	41,259.03	42,442.91	42,942,99
Per mile owned—all tracks	24,821.43	25,282.61	26,955.85	27,561.23	29,014.67	30,573.22	30,836.22	31,352.96	31,490.88
Additions to property investment account	10,749,929.79	2,178,643.25	5,076,865.00	3,688,066.29	3,846,659.15	4,178,195.88	232,427.32	D 154,184.43	791,263.11
D—Income account: [2]									
Total operating revenue, including outside operations	11,356,435.63	5,456,935.00	12,667,420.34	13,373,128.12	13,958,410.66	13,753,982.39	14,629,827.31	16,542,271.49	16,523,762.24
Total operating expenses, including outside operations	7,289,453.76	3,886,431.65	9,832,134.46	9,933,093.62	9,977,351.57	10,545,987.90	10,581,580.14	11,698,842.16	13,470,965.07
Net operating revenue, including outside operations	4,066,981.87	1,570,503.35	2,835,285.88	3,440,034.50	3,981,059.09	3,207,994.49	4,048,247.17	4,843,429.33	3,052,797.17
Tax accruals	403,929.96	196,493.34	414,662.68	1,196,917.94	477,816.65	553,239.03	576,892.97	755,641.87	664,770.22
Operating income	3,663,051.91	1,374,010.01	2,420,623.20	2,243,116.56	3,503,242.44	2,654,755.46	3,471,354.20	4,087,787.96	2,388,026.95

Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr									
Miscellaneous rents—Cr	Not available.	Not available.	46,363.65	70,166.45	83,528.30	50,760.26	37,895.94	35,952.10	42,302.17
Total	Not available.	Not available.	46,363.65	70,166.45	83,528.30	50,760.26	37,895.94	35,952.10	42,302.17
Deductions from income relating to operation									
Hire of equipment—Dr	D 22,624.56	23,197.48	83,642.64	D 57,041.63	D 309,651.24	D 278,025.07	10,464.72	143,213.40	570,232.50
Joint facilities—Dr									
Miscellaneous rents—Dr	201,507.98	180,369.29	546,656.10	741,972.00	757,164.21	657,171.78	684,745.01	660,271.10	704,341.59
Total	178,883.42	203,566.77	630,298.74	684,930.37	447,512.97	379,146.71	695,209.73	803,484.50	1,274,574.09
Net operating income	3,484,168.49	1,170,443.24	1,836,688.11	1,628,352.64	3,139,257.77	2,326,369.01	2,814,040.41	3,320,255.56	1,155,755.03
Per cent on property investment	5.07	1.65	2.42	2.04	3.76	2.65	3.20	3.78	1.31
Other income	Not available.	Not available.	394,672.37	91,186.83	55,459.67	173,587.81	210,777.92	90,440.98	121,830.38
Total income	3,484,168.49	1,170,443.24	2,231,360.48	1,719,539.47	3,194,717.44	2,499,956.82	3,024,818.33	3,410,696.54	1,277,585.41
Other deductions									
Lease of roads	17,006.03	17,284.31	15,137.43	24,877.79	14,620.94	17,261.09	14,320.89	16,317.79	16,846.48
Interest deductions	1,850,484.24	997,415.61	2,238,653.53	2,555,608.90	2,747,874.27	2,876,362.60	2,969,846.51	2,924,665.06	3,074,499.96
Miscellaneous other deductions									
Total	1,867,490.27	1,014,699.92	2,253,790.96	2,580,486.69	2,762,495.21	2,895,623.69	2,984,167.40	2,940,982.85	3,091,346.44
Net corporate income for the year	1,616,678.22	155,743.32	D 22,430.48	D 860,947.22	432,222.23	D 393,666.87	40,650.93	469,713.69	D 1,813,761.03
Per cent on capital stock outstanding	5.77	.56	D .08	D 3.07	1.54	D 1.39	.14	1.66	D 6.41
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	213,477.09	611,079.98	114,592.34	D 504,498.24	D 1,495,490.52		D 642,919.94	D 1,094,426.05	D 156,456.56
Net corporate income for the year	1,616,678.22	155,743.32	D 22,430.48	D 860,947.22	432,222.23	D 393,666.87	40,650.93	469,713.69	D 1,813,761.03
Miscellaneous profit and loss items—net	D 515,533.33	D 300,383.96	D 65,425.85	D 130,045.06	D 1,122,797.87	D 249,253.07	D 492,157.04	468,255.80	D 810,095.08
Total surplus	1,314,621.98	466,439.34	26,736.01	D 1,495,490.52	D[3] 2,186,066.16	D 642,919.94	D 1,094,426.05	D 156,456.56	D 2,780,312.67
Dividends declared	703,542.00	351,847.00	531,234.25						
Per cent on capital stock outstanding	2.51	1.26	1.90						
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated	703,542.00	351,847.00	531,234.25						
Unappropriated surplus carried over to the following year	611,079.98	114,592.34	D 504,498.24	D 1,495,490.52		D 642,919.94	D 1,094,426.05	D 156,456.56	D 2,780,312.67

NOTES.

Figures for 1913 are for 12 months ending Dec. 31, 1903.

Figures for 1904 are for 6 months ending June 30, 1904.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Debit balance to profit and loss as of June 30, 1908, written off to "Road franchises and equipment" in accordance with resolution adopted by board of directors on Aug. 18, 1908.

SHRIVER EXHIBIT No. 1—Continued.

Pere Marquette R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ending June 30—		5-year average—		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—MILEAGE.					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	2,053.31	2,053.31	2,082.04	2,085.85	3.81	2,083.77	D 30.46	D 6.95	D 6.95
2. Owned—miles of all main tracks	2,111.76	2,111.76	2,084.43	2,103.29	18.86	2,093.00	18.76	44.32	44.32
3. Owned—miles of all tracks	2,910.96	2,913.92	2,759.80	2,847.89	88.09	2,799.84	111.12	112.24	115.20
4. Operated—miles of first main track	2,330.17	2,330.17	2,232.80	2,337.25	104.45	2,280.28	49.89	1.83	1.83
5. Operated—miles of all main tracks	2,606.35	2,606.35	2,367.12	2,571.47	204.35	2,460.01	146.34	53.10	53.10
6. Operated—miles of all tracks	3,443.34	3,446.10	3,062.82	3,346.55	283.73	3,191.79	251.55	121.67	124.43
B—TOTAL CAPITAL OBLIGATIONS	$95,303,268.72	$107,046,313.48	$76,722,724.10	$92,926,293.30	$16,203,569.20	$84,087,982.82	$11,215,285.90	$5,536,399.28	$17,279,444.04
Per mile owned—first main track	46,414.46	52,133.54	36,735.29	44,577.46	7,842.17	40,299.91	6,114.55	2,843.81	8,562.89
Per mile owned—all main tracks	45,129.78	50,690.57	36,690.32	44,199.81	7,509.49	40,103.72	5,026.06	1,710.45	7,271.24
Per mile owned—all tracks	32,739.46	36,736.19	27,633.37	32,633.56	5,000.19	29,906.18	2,833.28	665.20	4,661.93
Capital stock	26,327,210.00	26,327,210.00	28,000,000.00	27,910,244.35	D 89,755.65	27,959,201.98	D 1,631,991.98	D 1,978,792.44	D 1,978,792.44
Increase over previous year	D1,978,792.44			D 334,558.00	D 334,558.00	D 167,279.00	D 1,811,513.44	D 1,978,791.44	1.00
Funded debt, including notes issued for capital obligations	68,976,058.72	80,719,103.48	48,722,724.10	65,016,048.95	16,293,324.85	56,128,780.84	12,847,277.88	7,515,191.72	19,258,236.48
Increase over previous year	34,911.72	11,743,044.76	5,962,027.22	1,695,071.04	D4,266,956.18	D3,828,549.13	D 3,793,637.41	855,093.72	12,563,226.76
Ratio of capital stock to total capital obligations	27.62	24.59	36.50	30.03	D 6.47	33.25	D 5.63	D 3.91	D 6.94
C—PROPERTY INVESTMENT[1]	90,837,454.71	91,181,593.11	72,771,169.12	88,539,467.81	15,768,298.69	79,938,577.61	10,898,877.10	3,089,284.79	3,433,423.19
Per mile owned—first main track	44,239.52	44,407.12	34,870.43	42,466.42	7,595.99	38,323.15	5,916.37	1,648.70	1,816.30
Per mile owned—all main tracks	43,015.05	43,178.01	34,828.14	42,106.58	7,278.44	38,136.52	4,878.53	572.14	735.10
Per mile owned—all tracks	31,205.33	31,291.73	26,293.18	31,091.72	4,798.54	28,474.33	2,731.00	D 147.63	D 61.23
Additions to property investment account	2,298,021.68	344,138.40	5,317,094.22	1,469,144.71	D3,847,949.51	3,393,119.47	D 1,095,097.79	2,452,206.11	498,322.83
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	17,160,480.85	18,007,716.50	12,423,100.57	15,722,064.86	3,298,964.29	14,072,582.71	3,087,898.14	618,209.36	1,465,445.01
Total operating expenses, including outside operations	13,968,033.19	14,464,033.76	8,896,695.40	12,053,081.69	3,156,386.29	10,474,888.55	3,493,144.64	2,269,191.03	2,765,191.60
Net operating revenue, including outside operations	3,192,447.66	3,543,682.74	3,526,405.17	3,668,983.17	142,578.00	3,597,694.16	D 405,246.50	D 1,650,981.67	D 1,299,746.59
Tax accruals	667,704.42	555,241.75	582,056.60	643,649.60	61,593.00	612,853.10	54,851.32	D 87,936.95	D 200,399.62
Operating income	2,524,743.24	2,988,440.99	2,944,348.57	3,025,333.57	80,985.00	2,984,841.06	D 460,097.82	D 1,563,044.72	D 1,099,346.97
Other income relating to operation									

Hire of equipment—Cr.									
Joint facilities—Cr.									
Miscellaneous rents—Cr.	46,258.23	45,363.16	Not available.	42,633.74	Not available.	Not available.	Not available.	10,306.13	9,411.06
Total	46,258.23	45,363.16	Not available.	42,633.74	Not available.	Not available.	Not available.	10,306.13	9,411.06
Deductions from income relating to operation									
Hire of equipment—Dr.	614,819.27	439,734.54	D 45,261.12	212,140.96	257,402.08	83,439.92	531,379.35	471,605.87	296,521.14
Joint facilities—Dr.									
Miscellaneous rents—Dr.	695,216.34	714,264.23	506,351.09	680,349.17	173,998.08	593,350.13	101,866.21	34,945.24	53,993.13
Total	1,310,035.61	1,153,998.77	461,089.97	892,490.13	431,400.16	676,790.05	633,245.56	506,551.11	350,514.27
Net operating income	1,260,965.86	1,870,805.38	2,523,270.28	2,175,477.18	D 347,793.10	2,349,373.73	D 1,088,407.87	D 2,059,289.70	D 1,440,450.18
Per cent on property investment	1.39	2.06	3.47	2.46	D 1.01	2.94	D 1.55	D 2.39	D 1.72
Other income	110,879.36	109,482.15	Not available.	141,503.28	Not available.	Not available.	Not available.	20,438.38	19,041.17
Total income	1,371,845.22	1,989,287.53	2,631,534.05	2,316,980.46	D 314,553.59	2,474,257.25	D 1,102,412.03	D 2,038,851.32	D 1,421,409.01
Other deductions									
Lease of roads	17,438.89	19,720.25	17,785.30	16,437.03	D 1,348.27	17,111.16	327.73	1,121.10	3,402.46
Interest deductions	3,334,086.68	3,565,116.83	2,225,372.27	3,035,892.16	810,519.89	2,630,632.22	703,454.46	409,421.62	640,451.77
Miscellaneous other deductions									
Total	3,351,525.57	3,584,837.08	2,243,157.57	3,052,329.19	809,171.62	2,647,743.38	703,782.19	410,542.72	643,854.23
Net corporate income for the year	D 1,979,680.35	D 1,595,549.55	388,376.48	D 735,348.73	D 1,123,725.21	D 173,486.13	D 1,806,194.22	D 2,449,394.04	D 2,065,263.24
Per cent on capital stock outstanding	D 7.52	D 6.06	1.39	D 2.63	D 4.02	D .62	D 6.90	D 9.18	D 7.72
E.—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 2,780,312.67	D 2,995,117.10	D 137,663.78	D 934,823.04	D 797,150.26	D 536,243.41	D 2,244,069.26	D 1,685,886.62	D 1,900,691.05
Net corporate income for the year	D 1,979,680.35	D 1,595,540.55	388,376.48	D 735,348.73	D 1,123,725.21	D 173,486.13	D 1,806,194.22	D 2,449,394.04	D 2,065,263.24
Miscellaneous profit and loss items—net	1,764,875.92	D 9,853,503.83	D 458,685.95	136,325.31	595,011.26	D 161,180.22	1,926,056.24	1,296,620.02	D 10,321,759.63
Total surplus	D 2,995,117.10	D 14,141,170.48	D 207,973.25	D 1,533,846.46	D 1,325,873.21	D 870,909.86	D 2,124,207.24	D 2,838,660.54	D 14,287,713.92
Dividends declared			401,407.85		401,407.85	200,703.93	D 200,703.93		
Per cent on capital stock outstanding			1.43		D 1.43	.72	D .72		
Additions, betterments, and permanent improvements appropriations			40,000.00		D 40,000.00	20,000.00	D 20,000.00		
Sinking and special reserve funds appropriations									
Total surplus appropriated			441,407.85		D 441,407.85	220,703.93	D 220,703.93		
Unappropriated surplus carried over to the following year	D 2,995,117.10	D 14,444,170.48	D 649,381.10	D 1,533,846.46	D 884,465.36	D 1,091,613.79	D 1,903,503.31	D 2,838,660.54	D 14,287,713.92

NOTES.

Figures for 1903 are for 12 months ending Dec. 31, 1903.

Figures for 1904 are for 6 months ending June 30, 1904.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Debit balance to profit and loss as of June 30, 1908, written off to "Road franchises and equipment" in accordance with resolution adopted by board of directors on Aug. 18, 1908.

SHRIVER EXHIBIT No. 1—Continued.

Pere Marquette R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 56.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$7,817,798.24	$3,940,087.72	$9,049,572.66	$9,605,899.16	$9,769,733.00	$9,025,916.29	$9,705,564.64	$11,131,015.55	$10,765,545.18
Passenger revenue	3,027,051.52	1,278,270.11	3,121,216.92	3,239,446.59	3,292,374.48	3,295,704.47	3,366,466.37	3,707,311.04	3,939,390.60
Mail revenue	235,915.20	118,719.20	245,032.69	247,854.70	248,089.96	263,712.23	251,871.29	254,047.41	254,543.62
Express revenue	198,314.42	110,274.41	233,381.11	260,878.00	286,945.64	311,516.27	326,633.81	351,426.56	434,997.45
Other transportation revenue	77,356.25	9,583.56	18,216.96	19,049.67	267,022.51	304,938.38	359,767.76	394,570.63	438,387.93
Revenue from operations other than transportation	....	....	....	....	94,245.07	121,133.76	159,260.94	157,191.70	153,943.34
Revenue from outside operations	....	....	....	....	....	431,060.99	460,262.50	546,648.60	536,954.12
Total operating revenue	11,356,435.63	5,456,935.00	12,667,420.34	13,373,128.12	13,958,410.66	13,753,982.39	14,629,827.31	16,542,271.49	16,523,762.24
Per mile operated—first main track	5,172.38	2,456.71	5,308.33	5,564.60	5,909.30	5,827.05	6,263.04	7,104.75	7,087.27
Per mile operated—all main tracks	5,039.76	2,372.56	4,870.38	5,094.51	5,400.09	5,324.58	5,718.64	6,478.91	6,463.73
Per mile operated—all tracks	3,908.02	1,828.99	3,842.21	3,942.69	4,157.00	4,135.72	4,435.40	4,980.11	4,941.85
B—EXPENSES:									
Maintenance of way and structures	1,235,088.81	502,006.49	1,715,231.99	1,627,307.42	1,639,447.22	1,620,206.21	1,669,220.35	1,932,437.39	2,123,296.51
Per mile operated—first main track	562.53	226.00	718.77	677.13	694.06	686.42	714.59	829.96	910.71
Per mile operated—all main tracks	548.11	218.26	659.47	619.92	634.25	627.23	652.48	756.85	830.59
Per mile operated—all tracks	425.02	168.26	520.25	479.77	488.25	487.18	506.07	581.77	635.03
Ratio to total operating revenue	10.87	9.20	13.54	12.17	11.75	11.78	11.41	11.68	12.55
Ratio to total operating expenses	16.94	12.92	17.45	16.38	16.43	15.36	15.77	16.52	15.76
Maintenance of equipment	1,042,482.52	560,357.16	1,547,547.84	1,897,036.36	2,003,074.26	2,044,499.67	2,018,493.89	2,117,699.85	2,550,859.38
Ratio to total operating revenue	9.19	10.27	12.22	14.19	14.35	14.86	13.80	12.80	15.44
Ratio to total operating expenses	14.30	14.42	15.73	19.10	20.08	19.39	19.08	18.10	18.94
Traffic expenses	....	....	....	....	....	306,043.99	349,971.25	420,298.02	467,789.60
Ratio to total operating revenue	....	....	....	....	....	2.23	2.39	2.54	2.83
Ratio to total operating expenses	....	....	....	....	....	2.90	3.31	3.59	3.47
Transportation expenses	4,710,906.86	2,674,851.05	6,187,949.88	6,000,596.86	5,969,404.93	5,795,435.98	5,712,492.69	6,370,631.98	7,292,092.04
Ratio to total operating revenue	41.48	49.02	48.85	44.87	42.76	42.14	39.05	38.51	44.13
Ratio to total operating expenses	64.64	68.82	62.94	60.41	59.83	54.96	53.99	54.45	54.13
General expenses	300,975.57	149,216.95	381,404.75	408,152.98	365,425.16	362,072.34	357,017.43	362,173.37	424,372.68
Ratio to operating revenue	2.65	2.73	3.01	3.05	2.62	2.63	2.44	2.19	2.57
Ratio to total operating expenses	4.12	3.84	3.88	4.11	3.66	3.43	3.37	3.10	3.15
Operating expenses—outside operations	....	....	....	....	....	417,729.71	474,384.53	495,601.55	612,554.86
Total operating expenses	7,289,453.76	3,886,431.65	9,832,134.46	9,933,093.62	9,977,351.57	10,545,987.90	10,581,580.14	11,698,842.16	13,470,965.07
Ratio to total operating revenue	64.19	71.22	77.62	74.28	71.48	76.68	72.33	70.72	81.52
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—TAXES:									
Per mile owned—first main track	190.15	92.30	193.82	556.41	223.33	258.79	271.69	366.77	323.55
Per mile owned—all main tracks	190.15	92.30	193.82	554.56	222.58	257.93	270.78	365.50	322.42
Per mile owned—all tracks	145.94	70.09	147.16	414.19	166.05	192.93	202.37	270.00	236.44
Ratio to total operating revenue	3.56	3.60	3.27	8.95	3.42	4.02	3.94	4.57	4.02
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	457,338.11	284,074.89	773,878.08	827,679.15	847,467.33	897,370.27	913,732.44	915,214.92	1,065,159.62
Cost per 100 pounds tractive power		(Figures from 1902 to 1908, inclusive, are not available.)					9.64	8.91	9.68
Average cost per locomotive	1,353.07	747.57	1,939.54	1,889.68	1,975.45	2,101.57	2,191.20	2,094.31	2,361.77
Passenger-train cars	145,826.82	76,057.85	161,614.87	173,833.31	162,312.03	186,363.50	194,782.87	208,763.13	2,329.89
Average cost per passenger car	431.44	219.19	441.57	436.77	416.18	499.63	535.12	562.70	657.47
Freight-train cars	344,416.60	134,626.04	419,803.18	654,984.75	749,758.64	840,391.20	819,648.61	896,773.80	1,106,692.59
Average cost per freight car	23.46	8.62	23.77	37.73	40.32	44.05	43.55	48.10	59.95
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	Figures for 1902, 1903, 1904, 1905, 1906, and 1907 not available.					872,817.39	881,189.18	891,601.79	1,032,573.50
Cost per 100 pounds tractive power						(1)	9.30	8.68	9.38
Average cost per locomotive						2,044.07	2,113.16	2,040.28	2,289.52
Passenger-train cars						159,864.06	179,258.96	197,644.06	247,562.90
Average cost per passenger car						428.59	492.47	532.73	620.46
Frieght-train cars						729,532.61	725,274.17	806,341.11	1,015,176.67
Average cost per freight car						38.24	38.54	43.25	55.00
F—STATISTICS:									
Number of passengers carried 1 mile	139,791,013	54,470,197	145,810,035	157,485,507	167,061,923	178,707,930	189,727,627	209,500,679	222,096,66
Average rate per passenger per mile	$0.02165	$0.02347	$0.02141	$0.02057	$0.02054	$0.01851	$0.01774	$0.01770	$0.0177
Number of tons of revenue freight carried 1 mile	1,084,211,966	544,037,945	1,312,402,547	1,587,238,488	1,613,073,503	1,498,589,964	1,681,078,143	1,884,653,706	1,858,421,38
Average rate per ton per mile	$0.00721	$0.00724	$0.00690	$0.00597	$0.00590	$0.00602	$0.00577	$0.00591	$0.00579
Average revenue tons per car per mile	16.54	16.10	15.99	17.83	18.31	17.85	17.92	17.83	17.84
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	258.10	235.22	251.37	311.69	322.02	287.68	306.58	322.96	320.32

[1] Not available.

Figures for 1903 are for 12 months ending Dec. 31, 1903, and figures for 1904 are for 6 months ending June 30, 1904.

SHRIVER EXHIBIT No. 1—Continued.

Pere Marquette R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.—		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$11,255,766.44	$11,941,887.49	$8,743,753.71	$10,376,773.62	$1,633,019.91	$9,560,263.67	$1,695,502.77	$124,690.89	$810,811.94
Passenger revenue	4,045,587.56	4,007,650.92	3,104,917.71	3,670,892.01	565,974.30	3,387,904.86	657,682.70	338,276.52	300,339.88
Mail revenue	256,863.61	255,293.20	240,862.24	256,207.63	15,345.39	248,534.94	8,328.67	2,816.20	1,245.79
Express revenue	468,001.99	460,738.18	235,142.63	378,515.22	143,372.59	306,828.92	161,173.07	116,575.43	109,311.62
Other transportation revenue	464,313.13	541,776.05	79,575.26	392,395.57	312,820.31	235,985.41	228,327.72	69,742.50	147,205.42
Revenue from operations other than transportation	185,895.21	119,409.02	(1)	155,484.99	155,484.99	(1)	(1)	28,217.51	42,217.32
Revenue from outside operations	484,052.91	600,961.64	(1)	491,795.82	491,795.82	(1)	(1)	D 62,595.69	54,313.04
Total operating revenue	17,160,480.85	18,007,716.50	12,423,100.57	15,722,064.86	3,298,964.29	14,072,582.71	3,087,898.14	618,209.36	1,465,445.01
Per mile operated—first main track	7 364.48	7 728.07	5,462.39	6,729.32	1,266.93	6,095.86	1,268.62	259.73	623.32
Per mile operated—all main tracks	6,584.10	6,909.17	5,132.34	6,113.99	981.65	5,623.16	960.94	105.19	430.26
Per mile operated—all tracks	4,983.67	5,225.54	3,970.32	4,695.35	725.03	4,332.84	660.83	3.56	245.43
B—EXPENSES:									
Maintenance of way and structures	2,064,890.60	2,944,517.42	1,500,847.60	1,882,010.21	381,162.61	1,691,428.91	373,461.69	132,453.21	1,211,080.03
Per mile operated—first main track	886.15	1,263.65	661.59	805.57	143.98	733.58	152.57	56.19	433.69
Per mile operated—all main tracks	792.25	1,129.75	621.41	731.88	110.47	676.64	115.61	35.40	372.90
Per mile operated—all tracks	599.68	854.45	480.65	561.95	81.30	521.30	78.38	17.91	272.68
Ratio to total operating revenue	12.03	16.35	12.08	11.97	D .11	12.02	.01	.35	4.67
Ratio to total operating expenses	14.78	20.36	16.87	15.61	D 1.26	16.15	D 1.37	D 1.74	3.84
Maintenance of equipment	2,804,938.40	2,987,155.92	1,512,470.06	2,307,298.24	794,828.18	1,909,884.15	895,054.25	687,238.55	869,456.07
Ratio to total operating revenue	16.35	16.59	12.17	14.68	2.51	13.57	2.78	3.55	3.79
Ratio to total operating expenses	20.08	20.65	17.00	19.14	2.14	18.23	1.85	1.98	2.55
Traffic expenses	423,916.01	400,346.71	(1)	393,603.77	393,603.77	(1)	(1)	3,617.99	D 19,951.31
Ratio to total operating revenue	2.47	2.22	(1)	2.50	2.50	(1)	(1)	D .07	D .32
Ratio to total operating expenses	3.03	2.77	(1)	3.27	3.27	(1)	(1)	D .56	D .82
Transportation expenses	7,707,864.85	7,146,827.07	5,538,075.52	6,575,703.51	1,037,627.99	6,056,889.52	1,660,975.33	1,337,232.87	776,195.09
Ratio to total operaing revenue	44.92	39.69	44.58	41.82	D 2.76	43.04	1.88	6.41	1.18
Ratio to total operating expenses	55.18	49.41	62.25	54.56	D 7.69	57.82	D 2.64	.73	D 5.04
General expenses	407,193.89	427,574.55	345,302.22	382,565.94	37,263.72	363,934.08	43,259.81	45,020.52	65,401.18
Ratio to total operating revenue	2.37	2.37	2.78	2.43	D .35	2.59	D .22	.18	.18
Ratio to total operating expenses	2.92	2.96	3.88	3.17	D .71	3.47	D .55	D .18	D .14
Operating expenses—outside operations	559,229.44	557,612.09	(1)	511.900.02	511,900.02	(1)	(1)	63,627.89	62,010.54
Total operating expenses	13,968,033.19	14,464,033.76	8,896,695.40	12,053,081.69	3,156,386.29	10,474,888.55	3,493,144.64	2,269,191.03	2,765,191.60
Ratio to total operating revenue	81.40	80.32	71.61	76.66	5.05	74.43	6.97	10.68	9.60
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—Taxes:									
Per mile owned—first main track	325.18	270.41	275.58	309.20	33.62	292.39	32.79	D 41.59	D 96.36
Per mile owned—all main tracks	316.18	262.93	275.06	306.56	31.50	290.81	25.37	D 49.32	D 102.57
Per mile owned—all tracks	229.38	190.55	207.04	226.24	19.20	216.64	12.74	D 40.62	D 79.45
Ratio to total operating revenue	3.89	3.08	4.69	4.09	D .60	4.35	D .46	D .68	D 1.49
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	1,275,371.00	1,387,659.94	682,130.53	1,013,369.65	331,239.12	847,750.09	427,620.91	360,156.08	472,445.02
Cost per 100 pounds tractive power	10.16	11.25	(1)	(1)	(1)	(1)	(1)	1.25	2.34
Average cost per locomotive	2,679.34	3,029.83	1,746.64	2,285.64	539.00	2,016.14	663.21	585.04	935.52
Passenger-train cars	238,138.60	247,482.62	159,793.94	218,075.60	58,281.66	188,934.77	49,203.93	29,375.47	38,719.49
Average cost per passenger car	592.38	632.95	444.70	569.46	124.76	507.08	85.30	29.68	70.25
Freight-train cars	1,138,329.88	1,138,854.24	495,595.30	960,367.22	464,771.92	727,981.26	410,348.62	241,556.08	242,080.44
Average cost per freight car	62.54	63.20	30.35	51 64	21.29	41.00	21.54	14.44	15.10
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	1,240,281.08	1,332,526.25	(1)	983,692.59	(1)	(1)	(1)	348,679.29	440,924.46
Cost per 100 pounds tractive power	9.88	10.81	(1)	(1)	(1)	(1)	(1)	1.20	2.13
Average cost per locomotive	2,605.63	2,909.45	(1)	2,218.53	(1)	(1)	(1)	565.35	869.17
Passenger-train cars	221,863.13	230,195.44	(1)	201,238.62	(1)	(1)	(1)	24,219.07	32,551.38
Average cost per passenger car	551.90	588.74	(1)	525.23	(1)	(1)	(1)	19.17	56.01
Freight-train cars	1,037,702.33	1,016,439.71	(1)	862,805.38	(1)	(1)	(1)	231,361.22	210,098.60
Average cost per freight car	57.01	56.41	(1)	46.41	(1)	(1)	(1)	13.76	13.16
F—Statistics:									
Number of passengers carried 1 mile	224,750,787	217,655,744	148,248,871	204,956,737	56,707,866	176,602,804	48,147,983	15,250,108	8,155,066
Average rate per passenger per mile	$0.01800	$0.01841	$0.02094	$0.01791	D $0.00303	$0.01918	D $0.00118	$0.00030	$0.00071
Number of tons of revenue freight carried 1 mile	1,749,267,067	1,979,609,670	1,328,781,333	1,734,402,052	405,620,719	1,531,591,693	217,675,374	(2)	94,955,964
Average rate per ton per mile	$0.00643	$0.00603	$0.00658	$0.00598	D $0.00060	$0.00624	$0.00019	$0.00052	$0.00012
Average revenue tons per car per mile	17.69	18.92	16.99	17.82	.83	17.45	.24	D .14	1.09
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile	335.45	419.33	474.07	314.84	40.77	295.75	39.70	12.49	96.37

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[1] Not available.

[2] Decrease of 135,386,639 tons.

SHRIVER EXHIBIT No. 1—Continued,

Reading System, including Philadelphia & Reading Ry. Co. and leased and controlled roads.

[D denotes deficit or decrease.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 57.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	1,490.00	1,491.43	1,484.06	1,470.50	1,480.04	1,483.11	1,469.90	1,473.85	1,473.59
2. Owned—miles of all main tracks	2,000.58	2,018.27	2,039.80	2,093.35	2,149.53	2,168.19	2,152.34	2,170.85	2,179.75
3. Owned—miles of all tracks	3,134.51	3,156.64	3,196.55	3,317.78	3,392.15	3,435.60	3,428.59	3,458.21	3,433.93
4. Operated—miles of first main track (exclusive of trackage rights)	1,490.00	1,491.43	1,484.06	1,470.50	1,480.04	1,483.11	1,469.90	1,473.85	1,473.59
5. Operated—miles of all main tracks (exclusive of trackage rights)	2,000.58	2,018.27	2,039.80	2,093.35	2,149.53	2,168.19	2,152.34	2,170.85	2,179.75
6. Operated—miles of all tracks (exclusive of trackage rights)	3,134.51	3,156.64	3,196.55	3,317.78	3,392.15	3,435.60	3,428.59	3,458.21	3,433.93
B—TOTAL CAPITAL OBLIGATIONS	178,079,459	178,077,308	178,395,481	179,745,485	177,410,884	179,782,258	179,593,186	180,571,321	180,642,721
Per mile owned—first main track	119,516	119,400	120,208	122,234	119,869	121,220	122,181	122,517	122,587
Per mile owned—all main tracks	89,013	88,233	87,457	85,865	82,535	82,918	83,441	83,180	82,919
Per mile owned—all tracks	56,813	56,414	55,809	54,176	52,300	52,329	52,381	52,215	52,605
Capital stock	73,317,433	73,333,440	73,576,838	73,830,838	73,046,688	74,694,588	74,692,588	75,320,538	97,802,238
Increase over previous year	D 50	16,007	43,398	254,000	D 784,150	1,647,900	D 2,000	627,950	22,481,700
Funded debt including notes issued for capital obligations	104,762,026	104,743,868	104,818,643	105,914,647	104,364,196	105,087,670	104.900,598	105,250,783	82,840,483
Increase over previous year	D 2,131,840	D 18,158	74,775	1,096,004	D 1,550,451	723,474	D 187,072	350,185	D 22,410,300
Ratio of capital stock to total capital obligations	41.17	41.18	41.24	41.08	41.17	41.55	41.59	41.71	34.14
C—PROPERTY INVESTMENT	187,617,842	190,671,296	192,536,524	197,867,869	201,724,935	203,747,909	205,663,860	208,358,925	212,844,238
Per mile owned—first main track	125,918	127,845	129,736	134,558	136,297	137,379	139,917	141,370	144,439
Per mile owned—all main tracks	93,782	94,473	94,381	94,522	93,846	93,971	95,558	95,980	97,646
Per mile owned—all tracks	59,855	60,403	60,233	59,638	59,468	59,305	59,985	60,250	61,983
Additions to property investment account	2,076,679	3,053,454	1,865,228	5,331,345	3,857,066	2,022,974	1,915,951	2,695,065	4,485,313
D—INCOME ACCOUNT:									
Total operating revenue (including outside operations)	37,357,503	40,519,283	43,264,119	46,437,837	50,078,606	47,740,943	45,585,070	51,344,792	51,979,464
Total operating expenses (including outside operations)	23,275,891	24,732,589	24,128,815	26,364,265	30,983,089	29,866,589	27,999,064	31,203,202	32,747,145
Net operating revenue (including outside operations)	14,081,612	15,786,694	19,135,304	20,073,572	19,096,517	17,874,354	17,586,006	20,141,590	19,232,319

Tax accruals	651,835	699,313	698,307	789,156	1,023,645	910,729	958,792	1,144,269	1,283,820
Operating income	13,429,777	15,067,381	18,436,997	19,284,416	18,071,872	16,963,625	16,627,214	18,997,321	17,948,499
Other income relating to operation									
Hire of equipment—Cr	301,873	407,571	285,206	57,945	22,973	1,038,520	565,970	697,711	865,125
Joint facilities—Cr						65,496	121,565	135,109	152,560
Miscellaneous rents—Cr	11,231	9,759	11,667	12,383	12,263	9,777	109,072	93,974	133,513
Total	313,104	417,330	296,873	70,328	35,236	1,113,793	796,607	926,794	1,151,198
Deductions from income relating to operation									
Hire of equipment—Dr	227,452	138,202	138,434	152,572	151,033	641,718	642,100	642,586	715,816
Joint facilities—Dr	58,805	55,228	61,245	129,050	124,818	138,206	144,128	147,330	163,160
Miscellaneous rents—Dr	650	202	202	202		1,546	3,448	4,545	4,288
Total	286,907	193,632	199,881	281,824	275,851	781,470	789,676	794,461	883,264
Net operating income	13,455,974	15,311,079	18,533,989	19,072,920	17,831,257	17,295,948	16,634,145	19,129,654	18,216,433
Per cent on property investment	7.17	8.03	9.63	9.64	8.84	8.49	8.09	9.18	8.56
Other income	2,625	10,400	26,897	122,654	168,905	202,911	170,280	165,433	63,912
Total income	13,458,599	15,321,479	18,560,886	19,195,574	18,000,162	17,498,859	16,804,425	19,295,087	18,280,345
Other deductions									
Lease of roads	3,284,713	3,203,805	3,219,667	3,155,226	3,216,677	3,266,698	3,279,771	3,281,726	3,267,003
Interest deductions	4,437,910	4,378,330	4,307,376	4,280,650	4,178,938	4,140,336	4,100,749	4,060,910	3,956,551
Miscellaneous other deductions—									
Rent of Delaware River wharves	50,000	50,000	50,000	50,000	50,000	50,000	50,000		
Rent of equipment	1,625,000	1,577,500	1,737,000	1,800,000	2,072,800	2,403,306	2,511,474	2,501,328	2,662,052
Total	9,397,623	9,309,635	9,314,043	9,285,876	9,518,415	9,860,340	9,941,994	9,843,964	9,885,606
Net corporate income for the year	4,060,976	6,011,844	9,246,843	9,909,698	8,481,747	7,638,519	6,862,431	9,451,128	8,394,739
Per cent on capital stock outstanding	5.54	8.20	12.57	13.42	11.61	10.23	9.19	12.55	8.58
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 1,024,623	1,379,094	4.018,569	7,261,261	6,270,584	6,084,354	6,440,039	6,057,272	7,581,303
Net corporate income for the year	4,060,976	6,011,844	9,246,843	9,909,698	8,481.747	7,638,519	6,862,431	9,451,123	8,394,739
Miscellaneous profit and loss items—net	9,377	811,298	D 409,289	D 239,968	D 353,052	D 88,183	D 25,368	D 98,641	D 1,135,242
Total surplus	3,045,730	8,202,236	12,856,123	16,930,991	14,399,279	13,634,691	13,277,102	15,409,754	14,840,800
Dividends declared	29,883	2,579,883	4,214,883	6,139,152	6,139,152	6,139,152	5,379,152	5,387,690	5,392,690
Per cent on capital stock outstanding	.03	3.52	5.73	8.32	8.40	8.22	7.20	7.15	5.51
Additions, betterments, and permanent improvements appropriations	1,249,334	1,332,887	1,234,214	4,406,254	2,175,773	1,052,252	1,836,118	2,440,764	3,455,833
Sinking and special reserve funds appropriations	387,419	270,899	145,764	115,000		3,251	4,560		
Total surplus appropriated	1,666,636	4,183,669	5,594,861	10,660,406	8,314,925	7,194,655	7,219,830	7,828,454	8,848,523
Unappropriated surplus carried over to the following year	1,379,094	4,018,567	7,261,261	6,270,584	6,084,354	6,440,039	6,057,272	7,581,303	5,992,282
ITEMS—NOT INCLUDED IN PROPERTY INVESTMENT:									
Equipment owned by Reading Company	34,021,112	34,251,836	34,169,109	39,959,526	41,104,965	46,913,763	45,424,688	45,457,931	48,190,458
Materials on hand	2,468,650	2,515,352	2,206,710	3,508,436	2,949,998	2,891,745	2,331,178	3,356,433	2,958,038
Cash	2,276,146	3,817,961	6,865,029	922,544	1,798,581	2,652,206	3,652,890	5,350,103	3,760,686
Division of charges to lease of road—									
Dividends	1,877,333	1,882,833	1,887,508	1,926,375	1,941,922	1,968,041	1,969,058	1,964,514	1,950,291
Interest, etc	1,407,380	1,320,972	1,332,159	1,228,881	1,274,755	1,298,657	1,310,713	1,317,212	1,316,712

SHRIVER EXHIBIT No. 1—Continued.

Reading System, including Pennsylvania & Reading Ry. Co. and leased and controlled roads—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	1,474.51	1,476.18	1,483.21	1,474.99	D .55	1,479.10	D .31	.04	.16
2. Owned—miles of all main tracks	2,189.45	2,193.99	2,060.31	2,172.12	5.23	2,116.21	3.46	.86	1.07
3. Owned—miles of all tracks	3,558.49	3,552.68	3,239.53	3,462.96	3.81	3,351.25	6.18	2.90	2.73
4. Operated—miles of first main track (exclusive of trackage rights)	1,474.51	1,476.18	1,483.21	1,474.99	D .55	1,479.10	D .31	.04	.16
5. Operated—miles of all main tracks (exclusive of trackage rights)	2,189.45	2,193.99	2,060.31	2,172.12	5.23	2,116.21	3.46	.86	1.07
6. Operated—miles of all tracks (exclusive of trackage rights)	3,558.49	3,552.68	3,239.53	3,462.96	3.81	3,351.25	6.18	2.90	2.73
B—TOTAL CAPITAL OBLIGATIONS	181,929,621	181,919,306	178,341,723	180,503,821	1.21	179,422,772	1.40	.75	.75
Per mile owned—first main track	123,383	123,243	120,245	122,378	1.77	121,311	1.71	.71	.59
Per mile owned—all main tracks	83,094	82,917	86,622	83,110	D 4.52	84,866	D 2.09	D .10	D .32
Per mile owned—all tracks	51,126	51,206	55,102	52,131	D 5.39	53,617	D 4.65	D 2.09	D 1.93
Capital stock	97,802,238	97,802,238	73,421,047	84,062,438	14.50	78,741,743	21.80	39.85	39.85
Increase over previous year			D 94,159	4,951,110		2,428,476			
Funded debt including notes issued for capital obligations	84,127,383	84,117,068	104,920,676	96,441,383	D 8.06	100,681,029	D 16.44	D 20.07	D 20.08
Increase over previous year	1,286,900	D 10,315	D 505,934	D 2,049,426	D 305.01	D 1,277,680		267.49	D 202.95
Ratio of capital stock to total capital obligations	53.76	53.76	41.17	46.55	13.07	43.86	22.57	28.89	28.89
C—PROPERTY INVESTMENT	215,784,797	218,913,017	194,083,693	209,279,946	7.83	201,681,819	6.99	3.56	5.07
Per mile owned—first main track	146,343	148,297	130,871	141,889	8.42	136,380	7.31	3.52	4.90
Per mile owned—all main tracks	98,556	99,774	94,201	96,341	2.27	95,271	3.45	2.68	3.96
Per mile owned—all tracks	60,639	61,619	59,919	60,432	.86	60,175	.77	.65	2.27
Additions to property investment account	2,940,559	3,128,220	3,236,754	2,811,972	D 13.12	3,024,363	D .21	9.11	16.07
D—INCOME ACCOUNT:									
Total operating revenue (including outside operations)	52,169,661	59,204,368	43,531,470	49,763,986	14.31	46,647,728	11.84	1.61	15.31
Total operating expenses (including outside operations)	33,657,487	36,276,824	25,896,930	31,094,698	20.07	28,495,814	18.11	7.87	16.26
Net operating revenue (including outside operations)	18,512,174	22,927,544	17,634,540	18,669,288	5.86	18,551,914	1.98	D 8.09	13.83
Tax accruals	1,192,306	1,576,030	772,451	1,097,963	42.14	935,217	27.49	4.20	37.73

Operating income	17,319,868	21,351,514	16,862,089	17,571,305	4.21	17,216,697	5.99	D 8.83	12.39
Other income relating to operation									
Hire of equipment—Cr.	667,518	859,108	215,114	766,969	356.54	491,041	35.94	D 4.33	23.13
Joint facilities—Cr.	146,984	161,331		124,343		62,171	136.42	8.79	19.41
Miscellaneous rents—Cr.	145,893	127,038	11,461	98,446	758.96	54,953	165.49	55.25	35.18
Total	960,395	1,147,477	226,575	989,758	336.83	608,165	57.92	3.63	23.81
Deductions from income relating to operations									
Hire of equipment—Dr.	749,026	898,487	161,539	678,249	319.81	419,894	78.31	16.56	39.82
Joint facilities—Dr.	176,530	208,959	85,829	153,870	79.21	119,850	47.29	19.82	41.84
Miscellaneous rents—Dr.	131,860	124,318	251	29,138		14,694	797.37		
Total	1,057,416	1,231,764	247,619	861,257	251.57	554,438	90.72	33.10	55.04
Net operating income	17,222,847	21,267,227	16,841,045	17,699,806	5.10	17,270,424	D .28	D 9.97	11.17
Per cent on property investment	7.52	9.71	8.66	8.37	D 3.35	8.51	D 11.63	D 18.08	5.77
Other income	216,184	233,851	66,296	163,743	146.99	115,020	87.95	30.68	41.36
Total income	17,439,031	21,501,078	16,907,341	17,863,549	5.66	17,385,444	.31	D 9.62	11.43
Other deductions									
Lease of roads	3,282,881	3,282,668	3,216,018	3,275,616	1.85	3,245,816	1.14	.04	.03
Interest deductions	2,704,395	2,688,843	4,316,641	3,792,588	D 12.14	4,054,614	33.30	D 33.40	D 33.79
Miscellaneous other deductions—									
Rent of Delaware River wharves									
Rent of equipment	2,676,422	2,719,485	1,832,460	2,570,916	40.21	2,201,688	21.56	7.00	8.72
Total	8,663,698	8,690,996	9,365,119	9,639,120	2.92	9,502,118	D 8.82	D 11.99	D 11.71
Net corporate income for the year	8,775,333	12,810,082	7,542,222	8,224,429	9.05	7,883,326	11.32	D .72	35.54
Per cent on capital stock outstanding	8.98	13.10	10.27	9.91	D 3.51	10.09	D 20.91	D 28.45	4.38
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	5,992,282	5,183,455	3,580,977	6,431,050	76.79	5,006,013	19.70	D 1.07	D 14.43
Net corporate income for the year	8,775,333	12,810,082	7,542,222	8,224,429	9.05	7,883,326	11.03	D 7.15	35.54
Miscellaneous profit and loss items—net	D 55,007	D 533,374	D 36,327	D 280,488	D 672.12	D 158,408	D 65.28	44.24	
Total surplus	14,712,608	17,460,163	11,086,872	14,374,991	29.66	12,730,931	15.57	D 4.52	13.31
Dividends declared	6,764,945	6,764,945	3,820,591	5,812,726	52.14	4,816,658	40.45	25.56	25.56
Per cent on capital stock outstanding	6.92	6.92	5.20	7.00	D 34.61	6.10	13.44	D 3.22	D 3.22
Additions, betterments, and permanent improvements appropriations	2,764,208	2,646,813	2,079,692	2,309,835	15.87	2,194,764	25.95	13.25	7.78
Sinking and special reserve funds appropriations			183,822	1,562	D 99.50	92,692			
Total surplus appropriated	9,529,153	9,411,758	6,084,105	8,124,123	33.53	7,104,114	34.14	21.72	20.22
Unappropriated surplus carried over to the following year	5,183,455	8,048,405	5,002,767	6,350,868	24.95	5,626,817	D 7.88	D 31.63	6.16
ITEMS NOT INCLUDED IN PROPERTY INVESTMENT:									
Equipment owned by Reading Company	47,101,721	51,363,045							
Material on hand	2,795,844	3,981,410							
Cash	3,950,315	5,325,406							
Division of charges to lease of road:									
Dividends	1,950,649	1,956,007							
Interest, etc	1,332,232	1,326,661							

SHRIVER EXHIBIT No. 1—Continued.

Reading System, including Philadelphia & Reading Ry. Co. and leased and controlled roads—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 58.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$27,487,653	$29,870,012	$32,295,051	$34,745,614	$37,594,305	$35,254,577	$34,671,245	$39,180,778	$39,521,850
Passenger revenue	6,679,955	6,989,303	7,215,589	7,848,340	8,188,291	7,986,419	7,853,564	8,959,163	9,092,732
Mail revenue	136,963	138,385	138,176	142,744	142,482	140,322	141,024	141,476	141,176
Express revenue	375,070	463,788	451,508	402,780	525,404	659,666	615,174	650,888	748,251
Other transportation revenue	....	....	....	....	....	12,070	92,808	61,867	53,061
Outside operations	2,343,905	2,727,118	2,677,418	2,676,858	2,919,199	2,960,945	1,818,134	1,871,898	1,989,904
Revenue from operations other than transportation	333,957	330,677	485,977	528,501	708,925	726,944	393,121	478,722	432,450
Total operating revenue	37,357,503	40,579,283	43,264,119	46,437,837	50,078,606	47,740,943	45,585,070	51,344,792	51,979,464
Per mile operated—first main track	25,072	27,168	29,153	31,580	33,836	32,187	31,012	34,837	35,274
Per mile operated—all main tracks	18,673	20,076	21,210	22,183	23,297	22,018	21,179	23,652	23,846
Per mile operated—all tracks	11,918	12,836	13,535	13,997	14,763	13,891	13,296	14,847	15,131
B—EXPENSES:									
Maintenance of way and structures	3,555,174	3,730,174	3,326,170	3,692,729	4,383,108	4,600,781	4,020,702	4,361,827	4,927,097
Per mile operated—first main track	2,386	2,501	2,241	2,511	2,961	3,102	2,735	2,959	3,344
Per mile operated—all main tracks	1,777	1,848	1,631	1,764	2,039	2,122	1,868	2,009	2,260
Per mile operated—all tracks	1,134	1,182	1,041	1,113	1,321	1,336	1,173	1,264	1,435
Ratio to total operating revenue	9.52	9.21	7.69	7.95	8.75	9.63	8.82	8.50	9.48
Ratio to total operating expenses	15.27	15.08	13.74	14.01	14.15	15.40	14.36	13.98	15.05
Maintenance of equipment	5,089,572	5,892,626	5,812,505	6,536,621	8,184,719	7,898,378	7,753,043	8,627,612	8,321,427
Ratio to total operating revenue	13.63	14.54	13.43	14.08	16.32	16.54	17.01	16.80	16.01
Ratio to total operating expenses	21.86	23.83	24.09	24.79	26.41	26.45	27.69	27.65	25.41
Traffic expenses	....	....	....	....	....	480,836	461,272	487,210	550,849
Ratio to total operating revenue	....	....	....	....	....	1.01	1.01	.95	1.06
Ratio to total operating expenses	....	....	....	....	....	1.61	1.62	1.56	1.68
Transportation expenses	12,318,104	12,307,875	12,197,744	13,563,861	15,512,153	14,213,294	13,595,819	15,316,057	16,382,902
Ratio to total operating revenue	32.97	30.37	28.19	29.21	30.98	29.77	29.83	29.83	31.52
Ratio to total operating expenses	52.92	49.76	50.60	51.45	50.07	47.59	48.56	49.08	50.03
Outside operations	1,645,546	2,062,885	2,038,167	1,799,543	2,095,323	1,980,337	1,461,773	1,626,320	1,723,274
General expenses	667,495	739,029	754,229	771,511	807,786	693,963	706,455	784,176	841,596
Ratio to total operating revenue	6.19	6.92	6.45	5.54	5.80	5.60	4.76	4.69	4.93
Ratio to total operating expenses	9.95	11.33	11.57	9.75	9.37	8.95	7.77	7.73	7.83

Total operating expenses	23,275,891	24,732,589	24,128,815	26,364,265	30,983,089	29,866,589	27,999,064	31,208,202	32,747,145
Ratio to total operating revenue	62.31	61.04	55.77	56.77	61.87	62.56	61.42	60.77	63.00
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES:									
Per mile owned—first main track	438	468	471	537	692	614	652	776	871
Per mile owned—all main tracks	326	346	342	377	476	420	445	527	588
Per mile owned—all tracks	208	222	218	238	302	268	279	331	373
Ratio to total operating revenue	1.74	1.73	1.61	1.70	2.04	1.91	2.10	2.23	2.47
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives									
Cost per 100 pounds tractive power	9.75	9.38	10.96	9.45	12.58	10.29	8.93	10.54	10.13
Average cost per locomotive	2,194.88	2,157.92	2,527.08	2,259.40	3,228.00	2,690.20	2,340.41	2,732.86	2,792.69
Passenger-train cars									
Average cost per passenger car	407.91	478.76	466.67	582.29	576.69	562.21	634.12	1,246.09	806.67
Freight-train cars									
Average cost per freight car	51.10	68.68	59.33	62.30	73.91	88.33	102.35	100.36	98.32
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives									
Cost per 100 pounds tractive power	8.76	9.14	10.07	9.28	10.78	9.70	8.56	9.58	9.44
Average cost per locomotive	1,972.95	2,093.23	2,321.81	2,218.30	2,766.23	2,538.43	2,243.53	2,481.85	2,602.12
Passenger-train cars									
Average cost per passenger car	325.94	372.99	367.79	437.22	392.46	522.17	532.49	788.91	562.17
Freight-train cars									
Average cost per freight car	45.09	63.16	54.28	56.21	68.07	82.96	80.29	78.25	78.55
F—STATISTICS:									
Number of passengers carried 1 mile	425,486,321	449,488,137	458,066,742	494,923,558	517,301,764	471,941,769	469,790,895	515,010,058	526,905,338
Average rate per passenger per mile	.0152	.0151	.0152	.0153	.0152	.0160	.0182	.0165	.0163
Number of tons of revenue freight carried 1 mile	3,606,810,317	3,756,717,236	4,203,744,449	4,600,048,632	4,966,872,999	4,729,166,390	4,396,992,208	5,163,651,429	5,249,363,058
Average rate per ton per mile	.00769	.00800	.00770	.00759	.00761	.00740	.00781	.00751	.00744
Average revenue tons per car per mile (loaded and empty)	14.393	14.222	14.674	15.442	16.526	15.817	15.016	16.096	16.366
Average revenue tons per loaded car per mile	22.633	22.282	23.198	23.923	25.259	26.145	25.025	25.752	26.453
Average revenue tons per train per mile	346.516	353.548	377.390	388.673	414.826	471.649	468.578	491.368	507.061

SHRIVER EXHIBIT No. 1—Continued.

Rutland R. R. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 59.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	397.11	397.11	397.11	397.11	397.11	397.11	397.11	397.11	397.11
2. Owned—miles of all main tracks	397.11	397.11	397.11	397.11	397.11	397.11	397.11	397.11	397.11
3. Owned—miles of all tracks	487.11	487.11	487.11	487.11	491.54	501.36	503.46	504.42	509.93
4. Operated—miles of first main track	415.11	415.11	415.11	415.11	415.11	415.11	415.11	415.11	415.11
5. Operated—miles of all main tracks	415.11	415.11	415.11	415.11	415.11	415.11	415.11	415.11	415.11
6. Operated—miles of all tracks	506.62	506.62	506.62	506.62	510.86	521.36	523.47	524.43	529.94
B—TOTAL CAPITAL OBLIGATIONS	$20,734,600.00	$20,576,600.00	$20,453,600.00	$20,319,200.00	$20,184,700.00	$20,114,700.00	$19,981,700.00	$19,882,700.00	$19,839,700.00
Per mile owned—first main track	52,213.74	51,815.87	51,506.13	51,167.69	50,828.99	50,652.72	50,317.80	50,068.49	49,960.21
Per mile owned—all main tracks	52,213.74	51,815.87	51,506.13	51,167.69	50,828.99	50,652.72	50,317.80	50,068.49	49,960.21
Per mile owned—all tracks	42,566.57	42,242.20	41,989.69	41,713.78	41,437.66	41,293.96	41,020.92	40,817.68	40,729.40
Capital stock	9,153,400.00	9,153,400.00	9,153,400.00	9,152,900.00	9,152,900.00	9,152,900.00	9,152,900.00	9,152,900.00	9,152,900.00
Increase over previous year				D 500.00					
Funded debt, including notes issued for capital obligations	11,581,200.00	11,423,200.00	11,300,200.00	11,166,300.00	11,031,800.00	10,961,800.00	10,828,800.00	10,729,800.00	10,686,800.00
Increase over previous year	967,000.00	D 133,000.00	D 123,000.00	D 133,900.00	D 133,000.00	D 70,000.00	D 133,000.00	D 99,000.00	D 43,000.00
Ratio of capital stock to total capital obligations, per cent	44.15	44.48	44.75	45.05	45.35	45.50	45.81	46.03	46.13
C—PROPERTY INVESTMENT[1]	20,502,441.02	20,540,323.67	20,415,858.82	20,274,560.03	20,084,394.26	20,018,995.26	19,885,995.26	20,311,410.72	20,486,075.80
Per mile owned—first main track	51,629.12	51,724.51	51,411.09	51,055.27	50,576.40	50,411.71	50,076.79	50,148.07	51,587.91
Per mile owned—all main tracks	51,629.12	51,724.51	51,411.09	51,055.27	50,596.40	50,411.71	50,076.79	50,148.07	51,587.91
Per mile owned—all tracks	42,089.96	42,167.73	41,912.21	41,622.14	40,860.14	39,929.38	39,498.66	40,266.86	40,174.29
Additions to property investment account	1,822,891.90	37,882.65	D 124,464.85	D 141,298.79	D 190,165.77	D 65,399.00	D 133,000.00	425,415.46	174,665.08
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	2,343,045.32	2,378,961.55	2,455,724.80	2,650,486.40	2,883,057.08	2,909,693.76	2,895,916.20	3,208,720.16	3,450,138.72
Total operating expenses, including outside operations	1,654,555.93	1,703,675.69	1,664,920.17	1,817,500.73	2,107,708.99	2,188,833.75	2,090,833.35	2,237,953.78	2,504,540.21
Net operating revenue, including outside operations	688,489.39	675,285.86	790,804.63	832,985.67	775,348.09	720,860.01	805,082.85	970,766.38	945,598.51

Tax accruals	71,845.21	70,956.94	77,227.11	78,729.52	99,445.41	99,843.28	109,918.28	117,689.26	123,593.16
Operating income	616,644.18	604,328.92	713,577.52	754,256.15	675,902.68	621,016.73	695,164.57	853,077.12	822,005.35
Other income relating to operation									
Hire of equipment—Cr	78,057.33	92,691.16	75,630.72	26,888.43	54,329.21	48,955.09		8,253.30	
Joint facilities—Cr					16,806.17		2,550.63	6,722.00	18,350.15
Miscellaneous rents—Cr	18,624.71	19,617.96	20,355.25	22,297.49	24,557.36				
Total	96,682.04	112,309.12	95,985.97	49,185.92	95,692.74	48,955.09	2,550.63	14,975.30	18,350.15
Deductions from income relating to operation									
Hire of equipment—Dr							3,737.83		1,362.69
Joint facilities—Dr	82,297.14	34,539.21	15,736.25	11,245.01	24,551.09		800.87	952.16	657.00
Miscellaneous rents—Dr									
Total	82,297.14	34,539.21	15,736.25	11,245.01	24,551.09		4,538.70	952.16	2,019.69
Ner operating income	631,029.08	682,098.83	793,827.24	792,197.06	747,044.33	669,971.82	693,176.50	867,100.26	838,335.81
Per cent on property invested	3.08	3.32	3.89	3.91	3.92	3.35	3.49	4.27	4.09
Other income	92,229.40	35,820.85	34,645.00	31,937.05	28,688.66	32,648.93	23,342.89	24,424.11	29,504.32
Total income	923,258.48	717,919.68	828,472.24	824,134.11	775,732.99	702,620.75	716,519.39	891,524.37	867,840.13
Other deductions									
Lease of roads	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00
Interest deductions	507,582.16	484,317.50	478,670.00	480,961.75	486,187.59	496,865.97	489,060.12	478,921.22	476,495.36
Miscellaneous other deductions									
Total	526,582.16	503,317.50	497,670.00	499,961.75	505,187.59	515,865.97	508,060.12	497,921.22	495,495.36
Net corporate income for the year	196,676.32	214,602.18	330,802.24	324,172.36	270,545.40	186,754.78	208,459.27	393,603.15	372,344.77
Per cent on capital stock outstanding	2.15	2.34	3.61	3.54	2.96	2.04	2.28	4.30	4.07
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	756,102.25	725,022.97	718,306.03	924,643.46	1,002,303.87	949,972.27	874,073.47	973,725.96	1,330,114.87
Net corporate income for the year	196,676.32	214,602.18	330,802.24	324,172.36	270,545.40	186,754.78	208,459.27	393,603.15	372,344.77
Miscellaneous profit and loss items—net	D 38,210.60	D 18,275.96	D 4,520.76	D 12,201.95	D 36,922.00	2,275.03	2,796.57	266,790.94	D 148,796.56
Total surplus	914,567.97	921,349.19	1,044,587.51	1,236,613.87	1,235,927.27	1,139,002.08	1,085,329.31	1,634,120.05	1,553,663.08
Dividends declared	89,545.00			134,310.00	134,310.00	134,310.00	None.	None.	None.
Per cent on capital stock outstanding	.98			1.47	1.47	1.47			
Additions, betterments, and permanent improvements appropriations		103,043.16	19,944.05		51,645.00	30,618.61	11,603.35	204,005.18	306,925.89
Sinking and special reserve funds appropriations	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
Total surplus appropriated	189,545.00	203,043.16	119,944.05	234,310.00	285,955.00	264,928.61	111,603.35	304,005.18	406,925.89
Unappropriated surplus carried over to the following year	725,022.97	718,306.03	924,643.46	1,002,303.87	949,972.27	874,073.47	973,725.96	1,330,114.87	1,146,737.19

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been **deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment** expenses.

The accounts "Equipment loaned—Cr." and "Equipment **borrowed—Dr." have been** adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Rutland R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 60.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$1,370,589.19	$1,399,250.23	$1,492,500.78	$1,576,903.36	$1,768,530.41	$1,603,767.35	$1,586,061.49	$1,784,115.18	$1,890,851.91
Passenger revenue	850,981.70	845,980.97	822,893.87	897,084.95	937,147.58	993,029.77	987,837.02	1,073,927.28	1,143,342.70
Mail revenue	60,184.37	65,615.71	69,763.87	80,730.63	80,711.45	79,917.49	76,986.38	70,110.02	72,166.32
Express revenue	48,160.08	51,394.64	51,627.98	56,044.13	56,450.32	86,834.11	78,872.60	88,245.44	99,452.72
Other transportation revenue	10,502.33	13,412.00	17,571.89	36,680.17	36,867.23	91,977.32	105,261.25	135,499.40	192,129.05
Revenue from operations other than transportation	17,520.42	19,180.79	19,651.99	17,976.11	13,592.53	54,167.72	57,897.46	56,822.84	52,196.02
Outside operations revenue									
Total operating revenue	$2,357,938.09	$2,394,834.34	$2,474,010.38	$2,665,419.35	$2,893,299.52	$2,909,693.76	$2,895,916.20	$3,208,720.16	$3,450,138.72
Per mile operated—first main track	5,680.27	5,769.16	5,959.89	6,421.00	6,969.96	7,008.45	6,976.26	7,729.81	8,311.38
Per mile operated—all main tracks	5,680.27	5,769.16	5,959.89	6,421.00	6,969.96	7,009.45	6,976.26	7,729.81	8,311.38
Per mile operated—all tracks	4,654.25	4,727.08	4,883.37	5,261.18	5,663.59	5,580.97	5,532.15	6,118.49	6,510.43
B—EXPENSES:									
Maintenance of way and structures	$297,015.77	$302,376.15	$323,426.49	$421,482.76	$450,458.86	$401,562.39	$437,002.18	$462,630.53	$444,476.38
Per mile operated—first main track	715.51	728.42	779.13	1,015.35	1,085.16	1,111.90	1,052.74	1,114.48	1,070.74
Per mile operated—all main tracks	715.51	728.42	779.13	1,015.35	1,085.16	1,111.90	1,052.74	1,114.48	1,070.74
Per mile operated—all tracks	586.27	596.85	638.40	831.95	881.77	885.30	834.82	882.16	838.73
Ratio to total operating revenue	12.60	12.63	13.07	15.81	15.57	15.86	15.09	14.42	12.88
Ratio to total operating expenses	17.95	17.75	19.43	23.19	21.37	21.09	20.90	20.67	17.75
Maintenance of equipment	234,916.76	320,899.31	297,103.26	325,141.81	431,406.27	415,094.43	408,434.79	458,099.07	527,056.94
Ratio to total operating revenue	9.96	13.40	12.01	12.20	14.91	14.27	14.10	14.28	15.27
Ratio to total operating expenses	14.20	18.83	17.84	17.89	20.47	18.96	19.53	20.47	21.05
Traffic expenses	None	None	None	None	None	71,321.93	76,790.38	76,220.87	98,315.63
Ratio to total operating revenue	None	None	None	None	None	2.45	2.65	2.37	2.85
Ratio to total operating expenses	None	None	None	None	None	3.26	3.67	3.41	3.92
Transportation expenses	1,018,196.45	989,415.52	957,374.31	984,156.03	1,138,069.29	1,171,784.68	1,098,011.82	1,170,461.78	1,350,645.79
Ratio to total operating revenue	43.18	41.31	38.70	36.92	39.33	40.27	37.92	36.48	39.15
Ratio to total operating expenses	61.54	58.08	57.50	54.15	54.00	53.53	52.52	52.30	53.93
General expenses	104,426.95	90,988.71	87,016.11	86,720.13	87,774.57	69,070.32	70,594.18	70,541.53	84,045.46
Ratio to total operating revenue	4.43	3.80	3.52	3.25	3.03	2.37	2.44	2.20	2.44
Ratio to total operating expenses	6.31	5.34	5.23	4.77	4.16	3.16	3.38	3.15	3.36
Total operating expenses	1,654,555.93	1,703,675.69	1,664,920.17	1,817,500.73	2,107,708.99	2,188,833.75	2,090,833.35	2,237,953.78	2,504,540.21
Ratio to total operating revenue	70.17	71.14	67.30	68.18	72.84	75.22	72.20	69.75	72.59
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

C—Taxes:									
Per mile owned—first main track	180.92	178.68	194.47	198.26	250.42	251.42	268.99	296.36	311.23
Per mile owned—all main tracks	180.92	178.68	194.47	198.26	250.42	251.42	268.99	29.636	311.23
Per mile owned—all tracks	147.49	145.67	158.54	161.63	202.31	199.14	218.33	233.32	242.37
Ratio to total operating revenue	3.05	2.96	3.12	2.95	3.44	3.45	3.80	3.67	3.58
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	(1)	(1)				$149,584.87	$132,089.79	$173,220.55	$195,663.01
Cost per 100 pounds tractive power						7.85	7.03	8.10	8.82
Average cost per locomotive						1,824.21	1,651.12	2,014.19	2,223.44
Passenger-train cars						65,584.94	43,628.37	48,600.34	55,501.21
Average cost per passenger car						771.59	474.22	528.26	538.84
Freight-train cars						151,745.99	142,298.42	146,774.37	166,979.38
Average cost per freight car						59.46	58.63	60.03	72.10
F—Statistics:									
Number of passengers carried 1 mile	37,912,658	37,858,462	38,027,898	40,901,408	42,844,726	45,238,075	44,525,302	48,054,061	50,299,670
Average rate per passenger per mile	.02244	.02234	.02163	.02192	.02187	.02195	.02219	.02235	.02273
Number of tons of revenue freight carried 1 mile	156,656,798	154,822,994	178,460,598	183,868,224	216,442,140	209,325,426	212,932,992	248,202,972	252,968,584
Average rate per ton per mile	.00874	.00904	.00836	.00857	.00817	.00766	.00745	.00719	.00747
Average revenue tons per car per mile	1.322	1.360	1.477	1.380	1.430	1.571	1.628	1.659	1.609
Average revenue tons per train per mile	18.466	20.202	22.638	22.302	23.077	24.792	26.159	27.544	26.555

[1] Not separated.

SHRIVER EXHIBIT No. 1—Continued.

Rutland R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	.1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$1,881,125.34	$2,021,165.56	$1,521,554.79	$1,749,184.25	14.96	$1,635,369.52	15.03	5.44	13.29
Passenger revenue	1,166,885.00	1,206,990.84	870,817.81	1,073,004.35	23.22	971,911.08	20.06	8.66	12.39
Mail revenue	70,825.68	71,411.33	71,401.21	74,601.18	4.48	73,001.19	D 2.98	1.02	1.86
Express revenue	100,175.09	108,154.47	52,735.43	90,715.99	72.02	71,725.71	39.66	13.52	22.56
Other transportation revenue	200,822.65	240,532.20	23,006.72	145,137.94	530.85	84,072.33	138.87	48.21	77.52
Revenue from operations other than transportation	56,703.81	58,726.60	17,584.37	55,557.57	215.95	36,570.97	55.05	D .21	3.35
Outside operations revenue									
Total operating revenue	$3,476,537.57	$3,706,981.00	$2,557,100.33	$3,188,201.28	24.68	$2,872,650.80	21.02	8.35	15.52
Per mile operated—first main track	8,374.98	8,930.12	6,160.05	7,680.37	24.68	6,920.21	21.02	8.35	15.52
Per mile operated—all main tracks	8,374.98	8,930.12	6,160.05	7,680.37	24.68	6,920.21	21.02	8.35	15.52
Per mile operated—all tracks	6,532.39	6,927.90	5,037.89	6,054.88	20.19	5,546.38	17.78	6.76	13.23
B—EXPENSES:									
Maintenance of way and structures	$404,458.42	$460,617.87	$358,952.01	$442,025.98	23.14	$400,489.00	.99	D 12.57	D .44
Per mile operated—first main track	974.34	1,109.63	864.72	1,064.84	23.14	964.78	.99	D 12.57	D .44
Per mile operated—all main tracks	974.34	1,109.63	864.72	1,064.84	23.14	964.78	.99	D 12.57	D .44
Per mile operated—all tracks	759.97	860.84	707.35	840.19	18.78	773.77	D 1.78	D 13.85	D 2.42
Ratio to total operating revenue	11.33	12.43	14.04	13.86	D .18	13.94	D 16.57	D 20.04	D 13.80
Ratio to total operating expenses	15.66	15.45	20.06	19.04	D 1.02	19.48	D 19.61	D 24.24	D 25.25
Maintenance of equipment	623,579.36	765,573.68	321,893.48	486,452.92	51.12	404,173.20	54.29	36.12	67.12
Ratio to total operating revenue	17.94	20.65	12.59	15.26	2.67	14.07	27.50	25.63	44.61
Ratio to total operating expenses	24.14	25.68	17.99	20.96	2.97	19.67	22.73	17.93	25.45
Traffic expenses	103,665.67	100,776.28	None	85,262.90	(1)	42,631.45	143.17	36.00	32.22
Ratio to total operating revenue	2.98	2.72	None	2.67	(1)	1.48	101.35	25.74	14.77
Ratio to total operating expenses	4.01	3.38	None	3.67	(1)	2.07	93.71	17.59	D .88
Transportation expenses	1,371,348.19	1,481,472.59	1,017,441.52	1,232,450.45	21.13	1,124,945.98	21.90	17.16	26.57
Ratio to total operating revenue	39.45	39.96	39.79	38.66	D 1.13	39.16	.74	8.14	9.54
Ratio to total operating expenses	53.08	49.69	56.85	53.10	D 3.75	54.73	D 3.01	1.49	D 4.00
General expenses	80,315.57	82,743.06	91,385.29	74,913.41	D 18.03	83,149.35	D 3.41	13.86	17.30
Ratio to total operating revenue	2.31	2.24	3.57	2.35	D 1.22	2.90	D 20.34	5.00	1.82
Ratio to total operating expenses	3.11	2.78	5.10	3.23	D 1.87	4.05	D 23.21	D 1.27	D 11.74
Total operating expenses	2,583,367.21	2,891,183.48	1,789,672.30	2,321,105.66	29.69	2,055,388.98	25.69	15.43	29.19
Ratio to total operating revenue	74.31	78.01	69.99	72.80	2.81	71.55	3.86	6.54	11.84
Ratio to total operating expenses	100.00	100.00	100.00	100.00		100.00			

C—TAXES:									
Per mile owned—first main track	342.02	457.83	200.55	295.57	47.38	237.30	44.13	15.40	54.48
Per mile owned—all main tracks	342.02	457.83	200.55	295.57	47.38	237.30	44.13	15.40	54.48
Per mile owned—all tracks	265.17	352.98	163.13	231.84	42.12	198.15	33.82	13.65	51.29
Ratio to total operating revenue	3.91	4.90	3.11	3.68	.57	3.43	13.99	6.54	33.51
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	245,100.40	295,071.80						(2)	(1)
Cost per 100 pounds tractive power	11.23	11.23						(2)	(1)
Average cost per locomotive	2,850.00	3,041.98						(2)	(1)
Passenger-train cars	84,870.71	92,285.44						(2)	(1)
Average cost per passenger car	800.66	870.62						(2)	(1)
Freight-train cars	222,257.99	295,390.46						(2)	(1)
Average cost per freight car	98.01	108.00						(2)	(1)
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	$187,164.72	$249,528.62		$167,544.59	(3)	(3)	(3)	8.05	44.05
Cost per 100 pounds tractive power	8.57	9.50		8.11	(3)	(3)	(3)	5.80	
Average cost per locomotive	2,176.33	2,572.46		1,994.58	(3)	(3)	(3)	8.05	27.72
Passenger-train cars	60,304.67	69,914.59		54,723.91	(3)	(3)	(3)	24.08	43.86
Average cost per passenger car	568.91	587.52		576.37	(3)	(3)	(3)	7.69	11.22
Freight-train cars	171,058.02	226,905.63		155,771.24	(3)	(3)	(3)	16.54	54.59
Average cost per freight car	75.09	82.96		65.06	(3)	(3)	(3)	25.09	38.20
F—STATISTICS:									
Number of passengers carried one mile	52,552,264	55,264,126	39,509,030	48,133,880	21.83	43,821,455	19.92	9.36	15.00
Average rate per passenger per mile	.02220	.02184	.02204	.02228	1.09	.02216	.18	D .67	D 2.28
Number of tons of revenue freight carried 1 mile	240,651,633	261,075,642	178,050,151	232,816,321	30.76	205,433,236	1.71	D 3.04	5.19
Average rate per ton per mile	.00782	.00774	.00857	.00752	D 12.25	.00805	D 2.86	8.76	7.65
Average revenue tons per car mile	1.565	1.634	1.394	1.606	.86	1.500	4.33	D 5.67	D 1.21
Average revenue tons per train per mile	26.581	29.118	21.337	26.326	23.38	23.831	11.54	D 3.50	5.71

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[1] No comparison 1910 and 1913.

[2] No comparison 1910 and 1912.

[3] No comparison.

SHRIVER EXHIBIT No. 1—Continued.

Toledo, St. Louis & Western R. R. Co.

[D denotes deficit or decrease.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 61.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72
2. Owned—miles of all main tracks	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72
3. Owned—miles of all tracks	576.48	582.86	601.16	613.92	621.39	620.91	622.12	623.07	628.32
4. Operated—miles of first main track	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72
5. Operated—miles of all main tracks	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72	450.72
6. Operated—miles of all tracks	576.48	582.86	601.16	613.92	621.39	620.91	622.12	623.07	628.32
B—TOTAL CAPITAL OBLIGATIONS	35,500,000.00	35,206,600.00	35,802,600.00	36,002,600.00	36,947,600.00	48,374,600.00	18,274,600.00	48,174,600.00	48,074,600.00
Per mile owned—first main track	78,762.86	78,111.90	79,434.23	79,877.97	81,971.61	107,327.38	107,105.52	106,883.65	106,661.78
Per mile owned—all main tracks	78,762.86	78,111.90	79,434.23	79,877.97	81,974.61	107,327.38	107,105.52	106,883.65	106,661.78
Per mile owned—all tracks	61,580.62	60,403.18	59,555.85	58,643.79	59,459.59	77,909.19	77,596.92	77,318.11	76,512.92
Capital stock	20,000,000.00	19,952,600.00	19,952,600.00	19,952,600.00	19,947,600.00	19,947,600.00	19,947,600.00	19,947,600.00	19,947,600.00
Increase over previous year	....	D 47,400.00	....	....	D 5,000.00	....	....	....	....
Funded debt, including notes issued for capital obligations	15,500,000.00	15,254,000.00	15,850,000.00	16,050,000.00	17,000,000.00	28,427,000.00	28,327,000.00	28,227,000.00	28,127,000.00
Increase over previous year	....	D 246,000.00	596,000.00	200,000.00	950,000.00	11,427,000.00	D 100,000.00	D 100,000.00	D 100,000.00
Ratio of capital stock to total capital obligations, per cent	56.34	56.67	55.73	55.42	53.99	41.24	41.32	41.41	41.49
C—PROPERTY INVESTMENT [1]	35,825,281.24	35,882,066.19	36,528,581.10	37,101,431.26	38,686,460.53	51,027,073.77	51,063,706.02	50,656,186.68	50,934,137.10
Per mile owned—first main track	79,484.56	79,610.55	81,044.95	82,315.92	85,832.58	113,212.35	113,291.39	112,389.48	113,006.16
Per mile owned—all main tracks	79,484.56	79,610.55	81,044.95	82,315.92	85,832.58	113,212.35	113,291.39	112,389.48	113,006.16
Per mile owned—all tracks	62,144.88	61,562.06	60,763.49	60,433.66	62,257.94	82,181.11	82,080.15	81,300.95	81,064.01
Additions to property investment account	255,285.35	56,784.95	646,514.91	572,850.16	1,585,029.27	12,340,613.24	36,632.25	D 407,519.34	277,950.42
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	3,111,358.46	3,341,648.28	3,751,140.69	4,162,062.70	4,132,842.16	3,818,467.08	3,428,643.90	3,772,636.02	3,777,677.48
Total operating expenses, including outside operations	2,182,387.05	2,273,463.22	2,564,822.25	2,744,464.32	2,653,106.22	2,571,476.53	2,077,721.00	2,385,772.18	2,608,013.50
Net operating revenue, including outside operations	928,971.41	1,068,185.07	1,186,318.44	1,417,598.38	1,479,735.94	1,246,990.55	1,350,922.90	1,386,863.84	1,169,663.98
Tax accruals	117,000.00	118,350.00	128,609.32	125,591.80	133,442.59	139,072.78	148,710.74	164,147.16	171,052.18

Operating income	811,971.41	949,835.07	1,057,709.12	1,292,006.58	1,346,293.35	1,107,917.77	1,202,212.16	1,222,716.68	998,611.80
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr			864.54	867.43	1,193.39	4,476.66	3,693.21	6,575.44	13,392.41
Miscellaneous rents—Cr			1,836.25	2,197.08	7,593.99		1,029.26	99.00	
Total	811,971.41	949,835.07	1,060,409.91	1,295,071.09	1,355,080.73	1,112,394.43	1,206,934.63	1,229,301.12	1,012,004.21
Deductions from income relating to operation									
Hire of equipment—Dr	51,651.23	128,513.13	227,168.71	205,553.81	81,473.40	119,074.13	114,777.36	89,652.93	133,374.66
Joint facilities—Dr	22,937.57	24,197.69	27,784.47	26,083.83	25,239.45	22,447.62	25,797.28	21,527.03	17,159.43
Miscellaneous rents—Dr							64.73	78.79	197.22
Total	74,588.80	152,710.82	254,953.18	231,637.64	109,712.85	141,521.75	140,639.37	111,258.75	150,731.31
Net operating income	737,382.61	797,124.25	805,456.73	1,063,433.45	1,245,367.88	970,872.68	1,066,295.26	1,118,042.37	861,272.90
Per cent on property investment	2.06	2.22	2.21	2.87	3.22	1.90	2.09	2.21	1.69
Other income	9,256.03	4,968.55	23,646.45	25,077.62	32,888.89	414,466.63	894,597.10	641,311.73	222,469.08
Total income	746,638.64	802,092.80	829,103.18	1,088,511.07	1,278,256.77	1,395,339.31	1,960,892.36	1,759,354.10	1,083,741.98
Other deductions									
Lease of roads									
Interest deductions	575,000.00	576,344.44	589,498.60	599,125.00	634,137.50	967,554.59	1,022,597.66	993,605.97	989,344.84
Miscellaneous other deductions								16,200.00	21,600.00
Total	575,000.00	576,344.44	589,498.60	599,125.00	634,137.50	967,554.59	1,022,597.66	1,009,805.97	1,010,944.84
Net corporate income for the year	171,638.64	225,748.36	239,604.58	489,386.07	644,119.27	417,784.72	938,294.90	749,548.13	72,797.14
Per cent on capital stock outstanding	0.85	1.13	1.20	2.46	3.23	2.09	4.70	3.76	0.36
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	138,246.66	309,885.30	533,828.66	706,441.88	1,178,765.41	2,162,443.83	2,111,017.64	2,640,338.89	3,075,018.70
Net corporate income for the year	171,638.64	225,748.36	239,604.58	489,386.07	644,119.27	417,784.72	938,294.70	749,548.13	72,797.14
Miscellaneous profit and loss items—net		D 1,805.00	D 66,991.36	D 17,062.54	538,611.15	22,801.70	D 10,869.45	83,235.68	181,577.57
Total surplus	309,885.30	533,828.66	706,441.88	1,178,765.41	2,361,495.93	2,603,030.25	3,038,442.89	3,473,122.70	3,329,393.41
Dividends declared					199,052.00	398,104.00	398,104.00	398,104.00	398,104.00
Per cent on capital stock outstanding					0.99	2.00	2.00	2.00	2.00
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations						62,597.24			
Miscellaneous appropriations						31,311.37			
Total surplus appropriated						93,908.61			
Unappropriated surplus carried over to the following year	309,885.30	533,828.66	706,441.88	1,178,765.41	2,162,443.83	2,111,017.64	2,640,338.89	3,075,011.70	2,931,289.41

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Toledo, St. Louis & Western R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	450.58	450.58	450.72	450.69	D .0067	450.71	D .0288	D .0311	D .0311
2. Owned—miles of all main tracks	450.58	450.58	450.72	450.69	D .0067	450.71	D .0288	D .0311	D .0311
3. Owned—miles of all tracks	625.91	625.92	599.16	624.07	.0416	611.61	.2338	.4558	.4574
4. Operated—miles of first main track	450.58	450.58	450.72	450.69	D .0067	450.71	D .0288	D .0311	D .0311
5. Operated—miles of all main tracks	450.58	450.58	450.72	450.69	D .0067	450.71	D .0288	D .0311	D .0311
6. Operated—miles of all tracks	625.91	625.92	599.16	624.07	.0416	611.61	.2338	.5458	.4574
B—TOTAL CAPITAL OBLIGATIONS	47,974,600.00	47,874,600.00	35,891,880.00	48,174,600.00	34.22	42,033,240.00	14.13	D .4151	D .6227
Per mile owned—first main track	106,472.99	106,251.05	79,632.32	106,890.77	34.23	93,260.06	14.17	D .3842	D .5918
Per mile owned—all main tracks	106,472.99	106,251.05	79,632.32	106,890.77	34.23	93,260.06	14.17	D .3842	D .5918
Per mile owned—all tracks	76,647.76	76,486.77	59,903.67	77,194.23	28.86	68,725.56	D 11.53	D .8670	D 1.875
Capital stock	19,947,600.00	19,947,600.00	19,961,080.00	19,947,600.00	D .0675	19,954,340.00	D .0338		
Increase over previous year									
Funded debt, including notes issued for capital obligations	28,027,000.00	27,927,000.00	15,930,800.00	28,227,000.00	77.19	22,078,900.00	26.94	D .7085	D 1.059
Increase over previous year	D 100,000.00	D 100,000.00							
Ratio of capital stock to total capital obligations, per cent	41.58	41.67	55.61	41.40	D 25.55	47.47	D 12.41	.4105	.6279
C—PROPERTY INVESTMENT[1]	50,923,071.57	50,894,115.10	36,804,764.06	50,920,835.03	38.35	43,862,799.55	16.10	.5269	.4697
Per mile owned—first main track	113,016.71	112,952.45	81,657.71	112,984.17	38.36	97,319.34	16.13	.5581	.5009
Per mile owned—all main tracks	113,016.71	112,952.45	81,657.71	112,984.17	38.36	97,319.34	16.13	.5581	.5009
Per mile owned—all tracks	81,358.46	81,310.89	61,427.27	81,594.75	32.83	71,716.94	13.44	.0707	.0122
Additions to property investment account	D 11,065.53	D 28,956.47	623,292.93	2,447,322.21	292.64	1,535,307.57	D 100.72	97.28	92.89
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	3,865,229.45	4,335,166.66	3,699,810.46	3,732,530.79	.8844	3,716,170.62	4.011	2.454	14.91
Total operating expenses, including outside operations	2,665,858.18	2,900,257.14	2,483,648.61	2,461,768.28	D .8810	2,472,708.45	7.871	11.74	21.56
Net operating revenue, including outside operations	1,199,371.27	1,434,909.52	1,216,161.85	1,270,762.51	4.490	1,243,462.17	D 3.546	D 13.52	3.464
Tax accruals	179,543.01	179,504.87	124,598.74	160,505.18	28.82	142,551.96	25.95	9.379	9.356
Operating income	1,019,828.26	1,255,404.65	1,091,563.11	1,110,257.33	1.713	1,100,910.21	D 7.365	D 16.59	2.673
Other income relating to operation									

Hire of equipment—Cr.									
Joint facilities—Cr.	29,085.97	25,950.57	585.07	11,444.74	1,856.13	6,014.90	383.57	342.34	294.66
Miscellaneous rents—Cr.			2,325.46	207.65	D 97.07	1,266.55	D 100.00	D 100.00	D 100.00
Total	1,048,914.23	1,281,355.22	1,094,473.64	1,121,909.72	2.507	1,108,191.66	D 5.349	D 14.67	4.234
Deductions from income relating to operation.									
Hire of equipment—Dr.	180,068.95	159,021.75	139,472.06	127,389.61	D 8.663	133,430.83	34.95	100.85	77.37
Joint facilities—Dr.	51,946.50	31,509.82	25,248.60	27,775.57	10.01	26,512.08	95.94	141.31	46.37
Miscellaneous rents—Dr.	107.00	20.00		89.55		44.77	139.00	35.80	D 74.62
Total	232,122.45	190,551.57	164,720.66	155,254.73	D 5.747	15,907.68	45.09	108.63	71.27
Net operating income	816,791.78	1,090,803.65	929,752.98	966,654.99	3.969	948,213.98	D 13.86	D 26.94	D 2.436
Per cent on property investment	1.60	2.14	2.53	1.90	D 24.90	2.16	D 25.93	D 27.60	D 3.167
Other income	134,387.99	73,265.88	19,167.51	461,446.51	2,307.44	240,307.01	D 44.08	D 79.04	D 8.858
Total income	951,179.77	1,164,069.53	948,920.49	1,428,101.50	50.50	1,188,510.99	D 19.97	D 45.94	D 33.84
Other deductions.									
Lease of roads									
Interest deductions	985,507.63	1,078,707.25	594,821.11	991,722.14	66.73	793,271.63	24.23	D .8150	8.565
Miscellaneous other deductions	21,600.00	21,600.00		11,880.00		5,940.00	263.64	33.33	33.33
Total	1,007,107.63	1,100,307.25	594,821.11	1,003,602.14	68.72	799,211.63	26.01	D .2672	8.962
Net corporate income for the year	D 55,927.86	63,762.28	354,099.38	424,499.36	19.88	389,299.36	D 114.37	D 107.46	D 91.49
Per cent on capital stock outstanding		0.32	1.77	2.13	20.34	1.95	D 100.00		D 91.49
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	2,931,289.41	2,644,440.31	573,433.58	2,584,021.70	351.62	1,578,727.63	85.67	11.02	15.53
Net corporate income for the year	D 55,927.86	63,762.28	354,099.38	424,499.36	19.88	389,299.37	D 114.37	D 107.46	D 91.49
Miscellaneous profit and loss items—net	D 31,869.24	D 31,038.03	90,550.45	48,975.25	D 45.91	69,762.85	D 145.68	D 138.17	D 137.29
Total surplus	2,843,492.31	2,677,164.56	1,018,083.41	3,057,496.31	200.32	2,037,789.85	39.54	D 18.13	D 22.92
Dividends declared	199,052.00		39,810.40	358,293.60	799.90	199,052.00		D 50.00	D 100.00
Per cent on capital stock outstanding	0.99		0.20	1.80	800.00	1.00	D 1.00	D 50.50	D 100.00
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations				12,519.45		6,259.72	D 100.00		
Miscellaneous appropriations				6,2 2.27		3,131.13	D 100.00		
Total surplus appropriated				18,781.72		9,390.85	D 100.00		
Unappropriated surplus carried over to the following year	2,644,440.31	2,677,164.56	978,273.01	2,680,420.99	174.00	1,829,347.10	44.56	D 14.00	D 12.94

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Toledo, St. Louis & Western R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 62.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$2,376,543.50	$2,568,592.57	$2,907,468.32	$3,468,592.95	$3,445,401.50	$3,072,674.20	$2,734,152.01	$3,090,772.54	$3,084,521.12
Passenger revenue	526,867.71	560,001.95	652,936.24	519,767.20	514,957.70	519,718.57	456,963.30	446,671.84	456,772.76
Mail revenue	65,838.36	67,821.33	67,689.59	67,777.22	66,524.24	62,454.14	63,621.29	63,440.03	63,347.21
Express revenue	50,000.00	50,795.98	56,088.15	50,000.00	50,000.00	51,666.67	60,000.00	60,000.00	60,013.54
Other transportation revenue	90,854.37	93,331.11	47,621.34	37,358.76	38,750.01	87,560.41	84,275.91	85,626.43	88,967.96
Revenue from operations other than transportation	1,254.52	1,105.35	19,337.05	18,566.57	17,208.71	24,393.09	29,631.39	26,125.18	24,054.89
Total operating revenue	3,111,358.46	3,341,648.29	3,751,140.69	4,162,062.70	4,132,842.16	3,818,467.08	3,428,643.90	3,772,636.02	3,777,677.48
Per mile operated—first main track	6,903.08	7,414.02	8,324.99	9,234.25	9,169.42	8,471.93	7,607.04	8,370.24	8,381.43
Per mile operated—all main tracks	6,903.08	7,414.02	8,324.99	9,234.25	9,169.42	8,471.93	7,607.04	8,370.24	8,381.43
Per mile operated—all tracks	5,397.16	5,733.19	6,239.84	6,779.49	6,650.96	6,149.79	5,511.23	6,054.92	6,012.35
B—EXPENSES:									
Maintenance of way and structures	442,794.62	457,743.13	499,841.49	543,398.99	537,885.79	486,226.07	374,456.15	407,869.88	456,134.18
Per mile operated—first main track	982.42	1,015.58	1,108.98	1,205.62	1,193.39	1,078.78	830.80	904.93	1,012.01
Per mile operated—all main tracks	982.42	1,015.58	1,108.98	1,205.62	1,193.39	1,078.78	830.80	904.93	1,012.01
Per mile operated—all tracks	768.10	785.34	131.46	885.13	865.62	783.09	617.98	654.61	725.96
Ratio to total operating revenue.....per cent	14.23	13.70	13.32	13.06	13.01	12.73	10.92	10.81	12.08
Ratio to total operating expenses........do	20.29	20.13	19.49	19.80	20.27	18.91	18.02	17.10	17.49
Maintenance of equipment	455,169.44	442,419.45	494,008.76	577,586.56	509,942.61	448,731.14	378,036.31	533,060.00	569,025.95
Ratio to total operating revenue.....per cent	14.63	13.24	13.16	13.87	12.34	11.75	11.03	14.13	15.06
Ratio to total operating expenses........do	20.86	19.46	19.26	21.05	19.22	17.45	18.20	22.34	21.82
Traffic expenses	....	....	....	....	....	132,791.52	71,487.00	92,047.30	108,047.36
Ratio to total operating revenue.....per cent	....	....	....	....	....	3.48	2.09	2.44	2.86
Ratio to total operating expenses........do	....	....	....	....	....	5.16	3.44	3.86	4.14
Transportation expenses	1,178,161.50	1,259,281.51	1,455,833.28	1,502,430.46	1,477,837.03	1,357,992.26	1,158,378.44	1,245,381.98	1,365,426.91
Ratio to total operating revenue.....per cent	37.87	37.68	38.82	36.10	35.76	35.56	33.79	33.02	36.14
Ratio to total operating expenses........do	53.98	55.39	56.76	54.74	55.70	52.81	55.75	52.20	52.36
General expenses	106,261.49	114,019.13	115,138.72	121,048.31	127,440.79	145,735.54	95,363.10	107,413.02	109,379.10
Ratio to total operating revenue.....per cent	3.42	3.41	3.07	2.91	3.09	3.82	2.77	2.84	2.90
Ratio to total operating expenses......do	4.87	5.02	4.49	4.41	4.81	5.67	4.59	4.50	4.19
Total operating expenses	2,182,387.05	2,272,463.22	2,564,822.25	2,744,464.32	2,653,106.22	2,571,476.53	2,077,721.00	2,385,772.18	2,608,013.50
Ratio to total operating revenue.....per cent	70.15	68.03	68.37	65.94	64.20	67.34	60.60	63.24	69.04
Ratio to total operating expenses........do	....	....	....	....	....	....	....	....	....

C—TAXES:									
Per mile owned—first main track	259.58	262.58	285.34	278.65	296.07	308.56	329.94	364.19	379.51
Per mile owned—all main tracks	259.58	262.58	285.34	278.65	296.07	308.56	329.94	364.19	379.51
Per mile owned—all tracks	202.96	203.05	213.94	204.57	214.75	223.98	239.04	263.45	272.24
Ratio to total operating revenue……per cent	3.76	3.54	3.43	3.02	3.23	3.64	4.34	4.35	4.53
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	180,623.94	185,811.56	208,796.61	257,568.10	245,889.49	213,115.76	180,677.56	247,905.64	261,829.16
Cost per 100 pounds tractive power	11.20	11.01	8.90	9.70	9.75	8.13	6.94	9.74	10.28
Average cost per locomotive	2,202.73	2,160.60	2,087.97	2,525.18	2,588.31	2,174.65	1,862.66	2,637.29	2,785.42
Passenger-train cars	30,780.99	33,737.86	32,525.44	34,068.83	34,894.68	22,629.86	25,624.08	24,710.63	30,384.70
Average cost per passenger car	879.45	803.28	756.41	792.30	811.50	538.81	610.10	588.35	723.45
Freight-train cars	203,953.15	180,979.78	183,375.81	205,836.77	133,210.88	168,067.51	141,285.05	217,761.07	234,693.57
Average cost per freight car	66.72	59.81	62.01	74.77	32.35	44.66	41.42	65.65	71.97
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives						188,451.53	167,621.92	232,534.72	252,412.10
Cost per 100 pounds tractive power						7.18	6.43	9.14	9.91
Average cost per locomotive						1,922.97	1,728.06	2,473.77	2,685.24
Passenger-train cars						17,804.61	23,903.46	23,106.32	28,774.82
Average cost per passenger car						423.92	569.13	550.15	685.11
Freight-train cars						128,477.35	106,157.86	198,545.52	214,903.35
Average cost per freight car						34.14	31.12	59.86	65.90
F—STATISTICS:									
Number of passengers carried 1 mile	27,256,029	28,779,218	41,704,693	29,477,552	28,717,209	32,524,053	27,659,139	26,640,808	25,595,531
Average rate per passenger per mile	01.933	01.946	01.566	01.763	01.793	01.598	01.652	01.677	01.785
Number of tons of revenue freight carried 1 mile	461,919,723	450,902,693	535,955,341	674,113,132	669,934,227	612,646,605	531,797,878	619,644,032	585,108,885
Average rate per ton per mile	00.514	00.570	00.542	00.515	00.514	00.502	00.514	00.499	00.527
Average revenue tons per car per mile	16.12	15.34	16.09	17.59	18.69	19.00	18.43	19.26	18.87
Average revenue tons per train per mile	295.70	286.42	308.39	398.09	470.60	464.98	460.95	481.31	450.97

Shriver Exhibit No. 1—Continued.

Toledo, St. Louis & Western R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—Revenues:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$3,207,823.42	$3,715,575.57	$2,953,319.77	$3,037,988.66	2.87	$2,995,654.22	7.08	3.79	2.22
Passenger revenue	408,459.27	358,932.17	554,906.16	457,717.15	D 17.51	506,311.65	D 19.33	D 8.55	D 19.64
Mail revenue	62,005.85	62,006.85	67,130.15	62,973.70	D 6.19	65,051.93	D 4.65	D 2.26	D 2.26
Express revenue	60,000.00	62,500.00	51,376.82	58,336.04	13.54	54,856.43	9.38	....	4.17
Other transportation revenue	98,241.07	106,031.62	61,583.12	88,934.36	44.41	75,258.74	30.53	14.73	23.83
Revenue from operations other than transportation	28,699.84	30,120.45	11,494.44	26,580.88	131.24	19,037.66	50.75	9.85	15.29
Total operating revenue	3,865,229.45	4,335,166.66	3,699,810.46	3,732,530.79	.83	3,716,170.63	4.01	2.45	14.91
Per mile operated—first main track	8,578.34	9,621.30	8,208.67	8,281.81	.89	8,244.15	4.05	2.48	14.95
Per mile operated—all main tracks	8,578.34	9,621.30	8,208.67	8,281.81	.89	8,244.15	4.05	2.48	14.95
Per mile operated—all tracks	6,175.38	6,926.07	6,175.00	5,980.75	D 3.14	6,076.05	1.63	1.97	14.39
B—Expenses:									
Maintenance of way and structures	423,901.63	542,643.85	496,332.80	429,717.58	D 13.42	463,025.19	D 8.45	3.93	33.05
Per mile operated—first main track	940.79	1,204.32	1,101.20	953.47	D 13.41	1,027.32	D 8.42	3.96	33.08
Per mile operated—all main tracks	940.79	1,204.32	1,101.20	953.47	D 13.41	1,027.32	D 8.42	3.96	33.08
Per mile operated—all tracks	677.26	866.95	828.38	688.57	D 16.88	756.06	D 10.42	3.46	32.44
Ratio to total operating revenue.....per cent	10.97	12.52	13.42	11.51	D 14.23	12.46	D 11.96	1.48	15.91
Ratio to total operating expenses.....do	15.90	18.71	19.98	11.46	D 12.61	18.73	D 15.11	D 7.02	9.41
Maintenance of equipment	620,322.24	565,563.06	495,825.36	509,835.13	2.83	502,830.25	23.37	16.37	6.10
Ratio to total operating revenue.....per cent	16.05	13.06	13.40	13.66	1.94	13.53	18.62	13.59	D 7.64
Ratio to total operating expenses.....do	23.27	19.50	19.97	20.72	3.76	20.34	14.41	4.16	D 12.71
Traffic expenses	96,991.28	162,989.02	....	100,272.89	....	50,136.45	93.46	5.37	77.07
Ratio to total operating revenue.....per cent	2.51	3.76	....	2.69	....	1.35	85.92	2.87	54.10
Ratio to total operating expenses.....do	3.64	5.62	....	4.07	....	2.03	79.11	D 5.70	45.59
Transportation expenses	1,421,707.98	1,521,208.40	1,374,708.76	1,309,777.52	D 4.72	1,342,243.14	5.92	14.16	22.15
Ratio to total operating revenue.....per cent	36.78	35.09	37.16	35.09	D 5.57	36.12	1.83	11.38	6.27
Ratio to total operating expenses.....do	53.33	52.45	55.35	53.20	D 3.88	54.28	D 1.75	2.16	.48
General expenses	102,935.05	107,852.81	116,781.69	112,165.16	D 3.95	114,473.42	D 10.08	D 4.17	.41
Ratio to total operating revenue.....per cent	2.66	2.48	3.15	3.00	D 4.76	3.07	D 13.35	D 6.23	D 12.67
Ratio to total operating expenses.....do	3.86	3.72	4.70	4.55	D 3.19	4.62	D 16.45	D 14.25	D 17.33
Total operating expenses	2,665,858.18	2,900,257.14	2,483,648.61	2,461,768.28	D .88	2,472,708.45	7.81	11.74	21.56
Ratio to total operating revenue.....per cent	68.97	66.90	67.10	65.95	D 1.76	66.50	3.67	9.06	5.23
Ratio to total operating expenses.....do	....	....	....	....	....	....	....	....	....

C—Taxes:									
Per mile owned—first main track	398.47	398.39	276.44	356.13	28.82	316.28	25.99	9.41	9.39
Per mile owned—all main tracks	398.47	398.39	276.44	356.13	28.82	316.28	25.99	9.41	9.39
Per mile owned—all tracks	286.85	286.79	207.96	257.19	23.67	233.08	23.07	8.88	8.86
Ratio to total operating revenue.......per cent	4.65	4.14	3.37	4.30	27.60	3.84	21.09	6.90	D 4.83
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	283,296.83	258,012.45	215,737.94	237,364.99	10.02	226,551.47	25.04	14.28	4.08
Cost per 100 pounds tractive power	11.12	10.13	9.97	9.22	7.52	9.56	16.32	14.17	4.01
Average cost per locomotive	3,013.80	2,744.81	2,319.76	2,489.15	7.30	2,405.01	25.31	14.28	4.08
Passenger-train cars	29,751.09	31,525.44	33,201.56	36,620.07	10.29	34,910.82	D 14.73	20.40	27.58
Average cost per passenger car	708.36	750.61	805.86	871.91	8.20	839.20	D 15.59	20.39	27.58
Freight-train cars	262,136.18	235,534.72	181,471.28	204,788.68	12.85	193,129.98	35.73	20.38	8.16
Average cost per freight car	82.36	76.20	57.03	60.46	6.01	58.80	40.06	25.45	16.07
E—Repairs of equipment (excluding renewals and edpreciation):									
Steam locomotives	273,831.59	248,547.21	....	222,970.37	....	....	....	17.76	6.89
Cost per 100 pounds tractive power	10.75	9.76	....	8.67	....	....	....	17.39	6.78
Average cost per locomotive	2,913.10	2,644.12	....	2,337.22	....	....	....	17.76	6.89
Passenger-train cars	28,116.90	29,887.20	....	24,341.22	....	....	....	21.68	29.34
Average cost per passenger car	669.45	711.60	....	579.56	....	....	....	21.68	29.35
Freight-train cars	235,798.77	210,376.69	....	176,776.57	....	....	....	18.76	5.96
Average cost per freight car	74.08	66.09	....	52.19	....	....	....	23.76	10.41
F—Statistics:									
Number of passengers carried 1 mile	22,259,001	21,130,622	31,186,940	26,935,706	D 13.63	29,061,323	D 23.41	D 16.45	D 20.68
Average rate per passenger per mile	01.835	01.699	01.779	01.699	D 4.49	01.742	5.34	9.42	1.31
Number of tons of revenue freight carried 1 mile	594,292,909	712,650,963	558,565,032	588,698,062	5.39	573,631,542	3.60	D 4.09	15.01
Average rate per ton per mile	00.540	00.521	00.529	00.516	2.45	00.522	3.45	8.21	4.41
Average revenue tons per car per mile	17.83	18.91	16.87	18.68	10.72	17.75	.45	D 7.42	D 1.82
Average revenue tons per train per mile	412.30	456.06	349.48	453.02	29.63	395.91	4.14	D 14.34	D 5.25

SHRIVER EXHIBIT No. 1—Continued.

Wabash-Pittsburgh Terminal Ry. Co.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCCOUNTS.

[Page 63.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track			59.90	59.90	63.40	63.40	63.40	63.40	63.40
2. Owned—miles of all main tracks			59.90						
3. Owned—miles of all tracks			87.80	88.43	96.26	96.26	96.29	96.29	106.14
4. Operated—miles of first main track			59.90	59.90	63.40	63.40	63.40	63.40	63.40
5. Operated—miles of all main tracks									
6. Operated—miles of all tracks			87.80	88.43	96.26	96.26	96.26	96.29	106.14
B—TOTAL CAPITAL OBLIGATIONS			57,000,000.00	59,000,000.00	59,500,000.00	59,573,000.00	61,444,000.00	61,544,771.60	62,569,771.60
Per mile owned—first main track			951,586.00	984,975.00	938,485.00	939,637.00	972,303.00	970,738.00	986,905.00
Per mile owned—all main tracks									
Per mile owned—all tracks			649,202.00	667,194.00	618,117.00	618,876.00	638,312.00	639,360.00	589,502.00
Capital stock			10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00
Increase over previous year									
Funded debt including notes issued for capital obligations			47,000,000.00	49,500,000.00	49,000,000.00	49,573,000.00	51,444,000.00	51,544,771.60	52,569,771.60
Increase over previous year				500,000.00	5,000,600.00	73,000.00	1,871,000.00	100,771.60	1,025,000.00
Ratio of capital stock to total capital obligations, per cent			17.54	16.95	16.81	16.79	16.60	16.60	16.60
C—PROPERTY INVESTMENT [1]			45,685,913.29	52,667,745.01	53,080,359.57	53,078,014.43	54,483,545.53	54,799,037.85	55,784,656.78
Per mile owned—first main track			762,703.00	879,261.00	837,229.00	837,193.00	859,362.00	864,338.00	879,884.00
Per mile owned—all main tracks									
Per mile owned—all tracks			520,341.00	595,587.00	551,422.00	551,402.00	566,003.00	569,281.00	525,576.00
Additions to property investment account				6,981,831.72	412,614.56	D 2,345.14	1,405,531.10	315,492.32	985,618.93
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations			334,217.20	917,781.07	1,463,004.39	1,180,005.20	719,543.79	743,568.47	677,131.03
Total operating expenses, including outside operations			223,623.73	484,425.92	601,317.65	547,747.96	507,739.65	554,416.93	550,286.62
Net operating revenue, including outside operations			110,593.47	433,355.15	861,686.74	632,257.24	211,804.14	189,151.54	126,844.41
Tax accruals			16,376.18	23,357.63	67,761.10	102,416.80	72,027.40	105,579.23	72,000.00

Operating income			94, 217. 34	409, 997. 52	793, 925. 64	529, 840. 44	139, 776. 74	83, 572. 31	54, 844. 41
Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr								75. 00	900. 00
Miscellaneous rents—Cr			19, 925. 00	15, 571. 06	39, 207. 97	63, 644. 49	85, 210. 80	67, 927. 86	88, 846. 54
Total			19, 925. 00	15, 571. 06	39, 207. 97	63, 644. 49	85, 210. 80	68, 002. 86	89, 746. 54
Deductions from income relating to operation									
Hire of equipment—Dr			26, 162. 68	109, 822. 48	148, 657. 53	125, 852. 85	141, 277. 98	85, 381. 90	96, 369. 97
Joint facilities—Dr					17, 979. 95				
Miscellaneous rents—Dr						22, 859. 69	22, 814. 00	22, 800. 90	22, 791. 75
Total			26, 162. 68	109, 822. 48	166, 637. 48	148, 712. 54	164, 091. 98	108, 182. 80	119, 161. 72
Net operating income			87, 979. 66	315, 746. 10	666, 496. 13	444, 772. 39	60, 895. 56	43, 392. 37	25, 429. 23
Per cent on property investment			0. 19	0. 60	1. 26	0. 84	0. 11	0. 08	0. 04
Other income									
Total income									
Other deductions									
Lease of roads									
Interest deductions			1, 024, 951. 39	1, 147, 488. 74	1, 282, 477. 79	1, 356, 245. 80	81, 766. 56	119, 383. 82	143, 173. 57
Miscellaneous other deductions									
Total									
Net corporate income for the year			D 936, 971. 73	D 831, 742. 64	D 615, 981. 66	D 911, 473. 41	D 20, 871. 00	D 75, 991. 45	D 117, 744. 34
Per cent on capital outstanding			D 9. 37	D 8. 32	D 6. 16	D 9. 11	D 0. 21	D 0. 76	D 1. 18
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year				D 936, 971. 73		D 615, 981. 66	D 1,527,455.07	D 1,410,901.54	D 1,485,493.43
Net corporate income for the year			D 936, 971. 73	831, 742. 64	D 615, 981. 66	D 911, 473. 41	D 20, 871. 00	D 75, 991. 45	D 117, 744. 34
Miscellaneous profit and loss items—net				1, 768, 714. 37			137, 424. 53	1, 399. 56	3, 518. 68
Total surplus				D 0. 00	D 615, 981. 66	D 1,527,455.07	D 1,410,901.54	D 1,485,493.43	D 1,599,719.09
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year									

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Wabash-Pittsburgh Terminal Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1905–1907	8-year average.	Increase or decrease 1912 compared with 8-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1905–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	63.40	63.40	61.07	63.40	3.82	62.53	1.39		
2. Owned—miles of all main tracks									
3. Owned—miles of all tracks	106.55	106.88	90.83	100.29	10.42	96.74	10.14	10.69	11.03
4. Operated—miles of first main track	63.40	63.40	61.07	63.40	3.82	62.53	1.39		
5. Operated—miles of all main tracks									
6. Operated—miles of all tracks	106.55	106.88	90.83	100.29	10.42	96.74	10.14	10.69	11.03
B—TOTAL CAPITAL OBLIGATIONS	62,612,098.18	62,631,880.35	58,500,000.00	61,548,728.27	5.21	60,405,455.17	3.53	1.73	1.77
Per mile owned—first main track	987,572.00	987,884.00	957,917.00	970,800.00	1.34	966,023.00	2.18	1.73	1.77
Per mile owned—all main tracks									
Per mile owned—all tracks	587,631.00	586,000.00	644,060.00	613,708.00	D 4.72	624,410.00	D 6.26	D 8.09	D 8.35
Capital stock	10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00		10,000,000.00			
Increase over previous year									
Funded debt including notes issued for capital obligations	52,612,098.18	52,631,880.35	48,500,000.00	51,548,728.27	6.28	50,405,455.17	4.19	2.07	2.11
Increase over previous year	42,326.58		19,782.17	833,333.33	622,419.64	D 25.31	701,512.27		
Ratio of capital stock to total capital obligations, per cent	16.60	16.60	17.09	16.64	D 8.45	16.81	D 0.21		
C—PROPERTY INVESTMENT [1]	55,825,204.31	55,826,949.60	50,478,005.96	54,794,091.78	8.55	53,175,559.61	4.98	1.87	1.88
Per mile owned—first main track	880,524.00	880,551.00	826,560.00	864,260.00	4.56	850,401.00	3.54	D 1.87	1.88
Per mile owned—all main tracks									
Per mile owned—all tracks	523,934.00	522,333.00	555,742.00	546,356.00	D 1.69	549,675.00	D 4.68	D 7.97	D 8.25
Additions to property investment account	40,547.53	1,745.29	2,464,815.42	548,968.96	D 77.73	1,267,411.37	D 96.80	D 87.15	D 99.45
D—INCOME ACCOUNT: [2]									
Total operating revenues, including outside operations	666,736.12	814,318.02	905,000.89	797,896.92	D 11.89	837,748.41	D 20.41	D 10.33	9.51
Total operating expenses, including outside operations	575,389.58	734,111.19	436,455.77	547,116.15	25.35	505,618.51	13.80	3.78	32.41
Net operating revenues, including outside operations	91,346.54	80,206.83	468,545.12	250,280.77	46.58	332,129.90	D 72.50	D 51.71	D 57.60
Tax accruals	720,000.00	90,000.00	35,831.62	84,804.67	136.67	66,439.79	8.37	D 31.80	D 14.76
Operating income	19,346.54	D 9,793.17	432,713.50	165,476.08	D 61.76	265,690.11	D 92.72	D 76.85	
Other income relating to operation									

Hire of equipment—Cr.	24,727.59	543.46		4,945.56		3,090.95	700.00		
Joint facilities—Cr.	900.00	900.00		375.00		234.38	283.99	1,100.00	1,100.00
Miscellaneous rents—Cr.	84,824.57	88,320.35	24,901.34	78,090.85	213.61	58,144.78	45.89	24.97	30.02
Total	110,452.16	89,763.81	24,901.34	83,411.37	234.97	61,470.11	79.68	62.42	32.00
Deductions from income relating to operation									
Hire of equipment—Dr.			94,880.88	89,776.54	D 5.38	91,690.67			
Joint facilities—Dr.	22,756.75	22,772.50	5,993.33	4,551.35	D 24.06	5,092.09	346.92		
Miscellaneous rents—Dr.	134.51	134.51		18,280.17		11,425.11	D 98.83	D 99.41	D 99.41
Total	22,891.26	22,907.01	100,874.21	112,608.06	11.63	108,207.87	D 78.85	D 78.85	D 78.83
Net operating income	106,907.44	57,063.63	356,740.63	136,279.39	D 61.79	218,953.35	D 51.17	146.37	31.51
Per cent on property investment	0.19	0.10	0.71	0.25	D 0.46	0.41	D 0.22	0.14	0.02
Other income									
Total income									
Other deductions						m			
Lease of roads									
Interest deductions	183,794.27	184,301.73	1,151,639.31	376,872.80	D 67.28	667,410.28	D 72.46	53.95	54.37
Miscellaneous other deductions									
Total									
Net corporate income for the year	D 76,886.83	D 159,690.63	D 794,898.68	D 240,593.41	D 69.73	D 448,457.93	D 82.86	1.18	110.14
Per cent on capital stock outstanding	D 0.77	D 1.60	D 7.95	D 2.41	D 5.54	D 4.48	D 3.71	2.95	0.84
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 1,599,719.09	D 1,676,605.92							
Net corporate income for the year	D 76,886.83	D 159,690.63	D 794,898.68	D 240,593.41	D 69.73	D 448,457.93	D 82.86	1.18	110.14
Miscellaneous profit and loss items—net			589,571.46	28,468.55	D 95.18	238,882.14			
Total surplus	D 1,676,605.92	D 1,836,296.55	D 205,367.22	D 212,124.86	D 3.31	D 209,575.79			
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year									

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

Wabash-Pittsburgh Terminal Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 64.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Revenues:									
Freight revenue			$158,801.10	$571,593.14	$979,123.24	$1,032,336.67	$618,621.42	$628,448.31	$554,932.34
Passenger revenue			83,130.94	96,998.66	100,202.86	116,207.51	72,639.87	84,260.80	87,616.12
Mail revenue			1,816.96	4,536,97	4,534.96	4,536.96	4,536.96	4,427.89	4,425.97
Express revenue			6,108.26	10,423.23	12,192.92	11,785.34	7,633.65	7,789.71	8,336.38
Other transportation revenue			1,017.33	9,329.85	D 16,393.03	9,521.11	10,214.33	10,472.12	11,159.64
Revenue from operations other than transportation			83,342.61	224,809.22	383,343.44	5,617.61	5,597.56	8,169.64	10,660.58
Total operating revenue			334,217.20	917,781.07	1,463,004.39	1,180,005.20	719,543.79	743,568.47	677,131.03
Per mile operated—first main track			59.90						
Per mile operared—all main tracks									
Per mile operated—all tracks									
B—Expenses:									
Maintenance of way and structures			27,477.37	98,565.47	119,633.64	99,047.05	74,956.80	85,737.60	85,321.15
Per mile operated—first main track			458.72	1,645.50	1,886.97	1,562.26	1,182.28	1,352.32	1,345.76
Per mile operated—all main tracks									
Per mile operated—all tracks			312.96	1,114.62	1,242.82	1,028.95	778.69	890.68	803.86
Ratio to total operating revenue			8.21	10.74	8.18	8.21	10.42	11.53	12.60
Ratio to total operating expenses			12.28	20.35	19.90	17.67	14.76	15.46	15.51
Maintenance of equipment			21,956.53	70,215.90	95,748.38	82,334.94	81,341.69	115,763.99	105,900.14
Ratio to total operating revenue			6.57	7.70	6.54	9.88	11.30	15.57	15.63
Ratio to total operating expenses			9.82	14.59	15.92	21.28	16.02	20.88	19.24
Traffic expenses						19,546.07	24,503.98	26,287.91	22,767.79
Ratio to total operating revenue						1.54	3.41	3.53	3.36
Ratio to total operating expenses						3.33	4.83	4.74	4.14
Transportation expenses			156,325.00	278,324.24	327,852.51	288,743.38	253,895.85	250,329.55	273,238.35
Ratio to total operating revenue			46.78	30.27	22.41	22.87	35.29	34.88	40.34
Ratio to total operating expenses			69.91	57.35	54.52	49.27	50.01	46.78	49.65
General expenses			17,864.83	37,320.31	58,083.12	58,076.52	73,041.33	67,297.88	63,059.19
Ratio to total operating revenue			5.35	4.07	3.97	3.92	10.15	9.05	9.32
Ratio to total operating expenses			7.99	7.71	9.66	8.45	14.38	12.14	11.46
Total operating expenses			223,623.73	484,425.92	601,317.65	547,747.96	507,739.65	554,416.93	550,286.62
Ratio to total operating revenue			66,91	52.78	41.10	46.42	70.57	74.56	81.25
Ratio to total operating expenses			100.00	100	100	100	100	100	100

C—Taxes:									
Per mile owned—first main track			273.39	389.94	1,068.79	1,615.41	1,136.07	1,665.29	1,135.65
Per mile owned—all main tracks									
Per mile owned—all tracks			186.51	264.14	703.94	1,063.96	748.26	1,096.81	678.34
Ratio to total operating revenue			4.90	2.54	4.63	8.68	10.01	14.20	10.63
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives			9,513.43	33,865.64	29,256.21	23,084.51	38,897.89	62,819.97	51,108.82
Cost per 100 pounds tractive power			12.04	42.87	42.40	29.22	5.94	9.59	7.80
Average cost per locomotive			2,378.35	8,466.41	7,314.05	5,771.12	2,161.00	3,490.00	2,839.37
Passenger-train cars			3,235.44	4,628.58	7,527.62	5,630.70	4,526.86	2,085.34	1,676.73
Average cost per passenger car			None.	None.	None.	None.	None.	None.	None.
Freight-train cars			7,181.43	20,153.15	49,095.17	45,126.96	28,659.61	38,508.90	40,754.41
Average cost per freight car			None.	None.	None.	None.	557.32	77.02	27.17
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives			9,513.42	33,865.64	29,256.21	22,938.95	38,753.33	59,522.97	47,811.82
Cost per 100 pounds tractive power			12.04	42.87	42.40	29.04	5.91	9.08	7.30
Average cost per locomotive			2,378.35	8,466.41	7,314.05	5,734.74	2,152.88	3,306.83	2,656.21
Passenger-train cars			3,235.44	4,628.58	7,527.62	5,630.70	4,526.86	2,085.34	1,676.73
Average cost per passenger car			None.	None.	None.	None.	None.	None.	None.
Freight-train cars			7,181.43	20,153.15	49,095.17	45,126.96	28,659.61	29,399.79	31,645.31
Average cost per freight car			None.	None.	None.	None.	57.32	58.79	21.10
F—Statistics:									
Number of passengers carried 1 mile			3,749,654	5,303,641	5,210,053	5,461,718	3,986,858	4,598,613	4,750,50
Average rate per passenger per mile			2.217	1.838	1.923	2.128	1.822	1.832	1.844
Number of tons of revenue freight carried 1 mile			16,614,585	81,005,215	124,386,511	90,269,411	79,964,195	63,998,515	63,309,563
Average rate per ton per mile			.956	.705	.787	1.144	.773	.982	.876
Average revenue tons per car per mile			28.49	33.13	33.24	31.74	33.49	31.42	30.23
Average revenue tons per train per mile			234.64	477.30	516.24	481.68	534.73	549.99	531.48

Shriver Exhibit No. 1—Continued.

Wabash-Terminal Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	8-year average.	Increase or decrease 1912 compared with 8-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—Revenues:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$542,639.65	$676,560.04	$569,839.16	$675,395.68	18.52	$635,811.98	D 14.65	D 13.65	7.66
Passenger revenue	82,436.78	89,440.45	93,444.15	88,632.22	D 5.15	90,436.69	D 8.85	D 2.16	6.15
Mail revenue	4,427.97	4,361.89	3,629.63	4,471.15	23.17	4,155.58	6.54		D 1.49
Express revenue	8,069.58	9,832.55	9,574.80	8,722.93	D 8.90	9,042.38	10.75	3.59	26.23
Other transportation revenue	11,427.46	13,566.06	Dr. 2,015.27	10,558.93		5,843.60	95.53	9.12	29.55
Revenue from operations other than transportation	17,734.68	20,557.03	230,528.42	9,616.01	D 95.83	92,458.18	D 80.82	117.09	151.62
Total operating revenue	666,736.12	814,318.02	905,000.89	797,396.92	D 11.89	837,748.41	D 20.42	D 10.83	9.51
Per mile operated—first main track					3.1				
Per mile operated—all main tracks									
Per mile operated—all tracks									
B—Expenses:									
Maintenance of way and structures	97,037.31	164,342.13	81,892.16	88,419.98	7.97	85,972.05	12.87	13.18	91.68
Per mile operated—first main track	1,530.56	2,592.14	1,340.95	1,394.64	3.95	1,374.89	11.27	13.24	91.72
Per mile operated—all main tracks									
Per mile operated—all tracks	910.72	1,537.63	901.60	881.64	D 2.22	888.69	2.47	2.24	72.62
Ratio to total operating revenue	14.68	20.18	9.05	11.09	2.04	10.28	4.40	3.15	8.65
Ratio to total operating expenses	17.01	22.39	18.76	16.16	D 2.60	17.00	.01	1.55	6.93
Maintenance of equipment	135,856.48	186,074.76	62,640.27	104,239.45	66.41	88,639.76	53.27	17.36	60.74
Ratio to total operating revenue	20.56	22.85	6.92	13.07	6.15	10.60	9.96	4.99	7.28
Ratio to total operating expenses	23.82	25.35	14.35	19.05	4.70	17.54	6.28	2.94	4.47
Traffic expenses	19,860.77	21,208.02		22,593.30		14,120.82	40.65	D 25.97	D 19.32
Ratio to total operating revenue	3.00	2.60		2.83	2.83	1.69	1.31	D .53	D 0.93
Ratio to total operating expenses	3.48	2.89		4.13	4.13	2.79	.69	D 1.26	D 1.85
Transportation expenses	259,784.32	306,296.33	254,167.26	266,998.29	5.04	262,186.65	D 0.92	0.18	18.11
Ratio to total operating revenue	39.30	37.62	28.08	33.48	5.40	31.34	7.96	4.42	.274
Ratio to total operating expenses	45.54	41.72	58.24	48.80	D 9.44	51.85	D 6.31	D 1.24	D 5.06
General expenses	62,840.70	56,189.95	37,756.08	64,865.13	71.80	54,699.23	14.90	D 6.61	D 16.51
Ratio to total operating revenue	8.76	6.90	4.17	8.14	3.97	6.54	2.22	D .29	D 2.15
Ratio to total operating expenses	10.15	7.65	8.65	11.86	8.21	10.82	D 0.67	D 1.99	D 3.49
Total operating expenses	575,389.58	734,111.19	436,455.77	547,116.15	25.35	505,618.51	13.80	3.78	32.41
Ratio to total operating revenue	86.30	90.15	48.22	68.61	20.89	60.45	25.85	11.74	15.59
Ratio to total operating expenses	100	100	100	100		100			

C—TAXES:									
Per mile owned—first main track	1,135.65	1,419.56	586.73	1,337.61	128.16	1,062.53	6.87	D 31.77	D 14.71
Per mile owned—all main tracks									
Per mile owned—all tracks	675.74	842.06	394.49	845.59	114.72	686.79	D 1.60	D 38.38	D 23.25
Ratio to total operating revenue	10.80	11.05	3.96	10.64	6.48	7.93	2.97	D 3.40	D 3.45
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	56,359.51	67,849.60	24,211.75	46,454.14	91.86	38,113.25	47.88	D 10.28	8.01
Cost per 100 pounds tractive power	8.60	10.35	30.65	8.60	D 7.194	12.98	D 56.26	D 10.32	7.92
Average cost per locomotive	3,131.08	3,769.42	6,052.94	3,096.94	D 48.85	3,811.33	D 17.85	D 10.29	7.99
Passenger-train cars	5,064.85	3,402.01	5,130.55	3,796.89	D 26.09	4,297.01	17.87	142.93	63.17
Average cost per passenger car	None.	None.	None.	None.	....	None.	....	....	....
Freight-train cars	63,539.94	102,488.27	25,476.58	43,317.98	70.03	36,627.46	73.48	65.00	166.14
Average cost per freight car	42.36	68.33	None.	54.15	....	91.57	D 53.75	D 45.00	D 11.28
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	53,062.51	64,552.60	24,211.75	44,417.72	83.46	36,840.46	44.04	D 10.85	8.45
Cost per 100 pounds tractive power	8.10	9.85	30.65	8.23	D 73.15	12.54	D 27.58	D 11.00	8.48
Average cost per locomotive	2,947.91	3,586.25	6,052.94	2,961.18	D 51.08	3,684.04	D 19.98	D 10.86	8.44
Passenger-train cars	5,064.85	3,402.01	5,130.55	3,796.89	D 26.09	4,297.01	17.87	142.93	63.17
Average cost per passenger car	None.	None.	None.	None.	....	None.	....	....	....
Freight-train cars	34,076.90	29,496.72	25,476.58	33,781.69	32.60	30,667.28	11.12	15.91	0.33
Average cost per freight car	22.72	19.66	None.	42.23	....	75.14	D 69.76	D 61.35	D 66.56
F—STATISTICS:									
Number of passengers carried 1 mile	4,543,837	5,104,162	4,754,449	4,668,306	D 1.81	4,700,609	D 3.33	D 1.19	10.99
Average rate per passenger per mile	1.814	1.752	1.965	1.898	D 3.41	1.924	D 5.72	D 0.98	D 4.37
Number of tons of revenue freight carried 1 mile	60,565,480	87,363,916	74,002,104	71,621,433	D 3.22	72,514,184	D 16.48	D 5.36	36.51
Average rate per ton per mile	.896	.775	.770	.943	22.47	.877	2.17	D 8.76	D 21.08
Average revenue tons per car per mile	31.11	36.58	27.87	26.91	D 3.44	30.10	3.36	D 0.99	16.42
Average revenue tons per train per mile	545.99	671.14	382.33	524.04	37.06	459.40	18.85	D 0.78	22.00

SHRIVER EXHIBIT No. 1—Continued.

West Side Belt R. R. Co.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease, deficit, or debit.]

[Page 65.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	20.99	22.46	22.46	22.46	22.46	22.46	22.46	22.46	22.46
2. Owned—miles of all main tracks									
3. Owned—miles of all tracks	29.73	36.20	41.20	41.20	43.96	43.96	43.96	43.96	44.38
4. Operated—miles of first main track	20.99	22.46	22.46	22.46	22.46	22.46	22.46	22.46	22.46
5. Operated—miles of all main tracks									
6. Operated—miles of all tracks	29.73	36.20	41.20	41.20	43.96	43.96	43.96	43.96	44.38
B—TOTAL CAPITAL OBLIGATIONS	1,460,000.00	1,463,000.00	1,463,000.00	1,463,000.00	1,463,000,00	1,463,000,00	1,987,000.00	2,164,000.00	2,163,000.00
Per mile owned—first main track	69,556.93	65,138.02	65,138.02	65,138.02	65,138.02	65,138.02	88,067.67	96,349.06	96,304.54
Per mile owned—all main tracks									
Per mile owned—all tracks	49,108.00	40,414.36	35,509.70	35,509.70	33,280.25	33,280.25	44,995.45	49,225.56	48,738.17
Capital stock	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00
Increase over previous year									
Funded debt, including notes issued for capital obligations	380,000.00	383,000.00	383,000,00	383,000.00	383,000.00	383,000.00	898,000.00	1,084,000.00	1,083,000.00
Increase over previous year		3,000.00					515,000.00	186,000.00	D 1,000.00
Ratio of capital stock to total capital obligations	73.97	73.82	73.82	73.82	73.82	73.82	54.60	49.91	49.93
C—PROPERTY INVESTMENT [1]	3,225,732.27	3,747,085.04	3,805,991.94	4,276,823.30	4,372,631.02	4,382,129.52	4,501,400.69	4,973,796.48	5,128,730.33
Per mile owned—first main track	153,679.40	169,455.40	169,456.41	190,415.09	194,685.26	195,108.14	200,418.52	221,451.29	228,349.50
Per mile owned—all main tracks									
Per mile owned—all tracks	108,500.90	103,510.63	92,373.42	103,806.28	99,468.40	99,684.46	102,397.63	113,143.67	115,564.00
Additions to property investment account	1,333,115.81	521,352.77	58,906.90	470,831.36	95,807.72	9,498.50	119,271.17	472,395.79	154,933.85
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	59,737.38	166,855.09	227,754.41	262,052.99	329,941.17	230,845.92	216,456.59	386,143.00	390,866.32
Total operating expense, including outside operation	35,166.52	134,545.18	154,426.04	155,091.27	187,913.13	221,448.71	144,988.36	214,219.24	273,842.29
Net operating revenue, including outside operations	24,570.86	32,309.91	73,328.37	106,961.72	142,028.04	9,397.21	71,468.23	171,923.76	117,024.03
Tax accruals	2,948.44	6,834.37	7,614.80	6,000.00	7,813.14	7,349.43	7,184.50	4,800.00	4,800.00
Operating income	21,622.42	25,475.04	65,713.57	100,961.72	134,214.90	2,047.78	64,283.73	167,123.76	112,224.03

Other income relating to operation									
Hire of equipment—Cr	2,356.27		10,370.50	58,910.34					
Joint facilities—Cr									
Interest on other securities, loans, and accounts							3,776.67	6,123.91	2,176.87
Miscellaneous rents—Cr	2,919.20	2,169.37	1,963.13	1,883.16		2,331.41	1,403.44	1,937.30	1,928.00
Total	26,897.89	27,644.41	78,047.20	161,755.22	134,214.90	4,379.19	69,463.84	175,184.97	116,328.90
Deductions from income relating to operation									
Hire of equipment—Dr					53,452.74	47,114.04	51,339.86	57,576.91	46,116.39
Joint facilities—Dr						850.00	8,623.18	8,516.08	9,332.08
Miscellaneous rents—Dr						11,792.16			
Total					53,452.74	59,756.20	59,963.04	66,092.99	55,448.47
Net operating income	26,897.89	27,644.41	78,047.20	161,755.22	80,762.16	D 55,377.01	9,500.80	109,091.98	60,880.43
Per cent on property investment	0.80	0.74	2.05	3.78	1.85	D 1.26	0.21	2.20	1.19
Other income									
Total income									
Other deductions									
Lease of roads									
Interest deductions	7,150.00	3,574.98	142,385.73	20,987.26	27,742.18	27,546.78	37,328.70	50,140.00	58,614.15
Miscellaneous other deductions									
Total	7,150.00	3,574.98	142,385.73	20,987.26	27,742.18	27,546.78	37,328.70	50,140.00	58,614.15
Net corporate income for the year	19,747.89	24,069.43	D 64,338.53	140,767.96	53,019.98	D 82,923.79	D 27,827.90	58,951.98	2,266.28
Per cent on capital stock outstanding	1.83	2.25	D 5.96	13.03	4.91	D 7.68	D 2.58	5.46	0.21
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 31,233.98	D 10,186.37	13,883.06	D 50,455.47	92,249.99	145,269.97	62,350.88	34,608.50	93,560.48
Net corporate income for the year	19,747.89	24,069.43	D 64,338.53	140,767.96	53,019.98	D 82,923.79	D 27,827.90	58,951.98	2,266.28
Miscellaneous profit and loss items—net				1,937.50		4.70	85.52		1,028.79
Total surplus	D 11,486.09	13,883.06	D 50,455.47	92,249.99	145,269.97	62,350.88	34,608.50	93,560.48	96,855.55
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year									

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

West Side Belt R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	22.46	22.46	22.17	22.46	1.31	22.21	1.12	....	....
2. Owned—miles of all main tracks									
3. Owned—miles of all tracks	45.06	45.90	38.46	44.26	20.28	41.36	8.95	2.50	4.41
4. Operated—miles of first main track	22.46	22.46	22.17	22.46	1.31	22.21	1.12	....	....
5. Operated—miles of all main tracks									
6. Operated—miles of all tracks	45.06	45.90	38.46	44.26	20.28	41.36	8.95	2.50	4.41
B—TOTAL CAPITAL OBLIGATIONS	2,163,000.00	2,177,285.71	1,462,400.00	1,986,200.00	35.82	1,724,300.00	25.44	D 0.05	0.61
Per mile owned—first main track	96,304.54	96,940.61	65,963.01	88,432.75	34.62	77,636.19	24.05	D 0.05	0.61
Per mile owned—all main tracks									
Per mile owned—all tracks	48,002.56	47,435.42	38,023.92	44,875.73	18.02	41,690.03	15.14	D 2.48	....
Capital stock	1,080,000.00	1,080,000.00	1,080,000.00	1,080,000.00	....	1,080,000.00	....	....	....
Increase over previous year	....	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	1,083,000.00	1,097,285.71	382,240.00	906,200.00	296.37	567,700.00	90.77	D 0.10	1.23
Increase over previous year	....	14,285.71	....	....	....	....	....	....	....
Ratio of capital stock to total capital obligations	49.93	49.60	73.85	54.37	D 19.48	62.63	12.70	0.02	D 0.31
C—PROPERTY INVESTMENT [1]	5,144,837.75	5,175,071.45	3,885,652.71	4,826,178.95	24.21	4,355,915.83	18.11	3.44	4.06
Per mile owned—first main track	229,066.69	230,412.78	175,266.26	214,878.85	22.60	196,124.09	16.80	3.44	4.06
Per mile owned—all main tracks									
Per mile owned—all tracks	114,177.49	112,746.64	101,031.02	109,041.54	7.93	105,317.11	8.41	0.91	D 0.35
Additions to property investment account	16,107.42	30,233.70	496,002.91	154,441.35	D 68.86	325,222.13	D 95.05	D 96.59	D 93.60
D—INCOME ACCOUNT.[2]									
Total operating revenue, including outside operations	498,394.84	547,679.87	209,268.21	344,541.33	64.64	276,904.77	79.99	29.07	41.83
Total operating expenses, including outside operations	289,890.08	338,515.04	133,428.43	228,877.74	71.54	181,153.08	60.03	35.82	58.02
Net operating revenue, including outside operations	208,504.76	209,164.83	75,839.78	115,663.59	52.51	95,751.69	117.75	21.28	21.66
Tax accruals	1,200.00	1,200.00	6,242.25	5,066.79	D 18.83	5,654.52	D 78.78	D 75.00	D 75.00
Operating income	207,304.76	207,964.83	69,597.53	110,596.80	58.91	90,097.17	130.09	24.04	24.44
Other income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Cr	....	....	14,327.42	....	....	7,163.71	....	....	....

Joint facilities—Cr.									
Interest on other securities, loans, and accounts	1,261.10	1,504.81	1,786.97	4,752.61	165.92	3,269.79	24.92	D 49.33	D 51.53
Miscellaneous rents—Cr.	2,824.33	2,402.33							
Total	211,390.19	211,871.97	85,711.92	115,349.41	34.58	100,530.67	110.27	20.67	20.94
Deductions from income relating to operation									
Hire of equipment—Dr.	77,981.28	72,862.17	10,690.55	56,025.69	424.05	33,358.12	133.77	35.44	26.54
Joint facilities—Dr.	9,204.66	9,290.94		7,305.21		3,652.60	151.98	8.09	9.09
Miscellaneous rents—Dr.	200.00	200.00		2,398.43		1,199.22	D 83.32		
Total	87,385.94	82,353.11	10,690.55	65,729.32	514.81	38,209.94	128.70	32.22	24.60
Net operating income	124,004.25	129,518.86	75,021.37	49,620.09	D 35.86	62,320.73	98.98	13.67	18.72
Per cent on property investment	2.41	2.50	1.93	1.05	D .90	1.43	1.07	0.21	0.30
Other income									
Total income									
Other deductions									
Lease of roads									
Interest deductions	61,150.00	61,221.42	40,368.03	46,955.92	16.32	43,661.98	40.05	21.96	22.10
Miscellaneous other deductions		6,440.48							
Total	61,150.00	67,661.90	40,368.03	46,955.92	16.32	43,661.98	40.05	21.96	34.94
Net corporate income for the year	62,854.25	62,856.96	34,653.34	2,664.17	D 92.31	18,658.75	236.86	6.62	4.93
Per cent on capital stock outstanding	5.82	5.73	3.21	0.26	D 2.96	1.73	4.09	0.36	0.27
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	96,855.55	159,709.80							
Net corporate income for the year	62,854.25	61,856.96	34,653.35	2,664.16	D 92.31	18,658.76	236.86	6.62	4.93
Miscellaneous profit and loss items—net			387.50	223.80	D 48.12	305.65			
Total surplus	159,709.80	221,566.76	35,040.85	2,887.96		18,964.41			
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds, appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year									

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

West Side Belt R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 66.]

Item.	Year ended June 30— 1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$56,699.03	$166,284.15	$219,807.60	$252,642.10	$316,458.07	$222,625.81	$216,357.73	$384,885.89	$378,459.41
Passenger revenue	2,679.70	325.20	7,815.24	8,147.61	8,931.33	6,880.11	1,171.03	1,006.32	6,686.37
Mail revenue									
Express revenue			131.57	816.99	868.37	550.07	.54	9.58	690.44
Other transportation revenue				446.29	3,683.40	72.58	833.14	33.50	83.45
Revenue from operations other than transportation						708.35	436.21	707.71	4,946.65
Total operating revenue	59,737.38	166,855.09	227,754.41	262,062.99	329,941.17	230,845.92	216,456.59	386,143.00	390,866.32
Per mile operated—first main track	2,846.91	7,428.98	10,140.42	11,667.54	14,690.16	10,278.05	9,637.40	17,192.47	17,402.76
Per mile operated—all main tracks									
Per mile operated—all tracks	2,009.31	4,609.25	5,528.01	5,528.01	7,505.48	5,251.25	4,923.05	8,783.96	8,807.26
B—EXPENSES:									
Maintenance of way and structures	9,930.01	26,508.44	36,460.18	31,392.07	46,440.72	102,287.02	29,707.41	36,517.47	74,229.56
Per mile operated—first main track	473.08	1,180.23	1,623.33	1,397.68	2,067.72	4,554.18	1,322.68	1,625.87	3,304.99
Per mile operated—all main tracks									
Per mile operated—all tracks	334.01	732.26	884.95	761.94	1,056.44	2,326.82	675.77	830.69	1,672.60
Ratio to total operating revenue	16.62	15.89	16.01	11.98	14.07	44.31	13.72	9.46	18.79
Ratio to total operating expenses	28.24	19.70	23.61	20.24	24.71	46.19	20.49	17.05	27.11
Maintenance of equipment	4,921.71	19,630.24	23,537.61	23,731.97	22,556.80	26,764.45	23,835.57	85,958.25	70,767.26
Ratio to total operating revenue	8.24	41.77	10.33	9.05	6.84	11.60	11.01	22.26	17.90
Ratio to total operating expenses	14.00	14.59	15.24	15.30	12.01	12.09	16.44	40.13	25.84
Traffic expenses						3,962.59	4,988.34	5,812.18	9,220.59
Ratio to total operating revenue						1.72	2.30	1.50	2.34
Ratio to total operating expenses						1.79	3.44	2.71	3.37
Transportation expenses	20,257.24	63,191.82	69,580.26	86,814.21	96,537.99	68,629.34	58,236.54	66,324.47	78,156.23
Ratio to total operating revenue	33.92	37.87	30.56	33.13	29.26	29.72	26.92	17.18	19.78
Ratio to total operating expenses	57.60	46.97	45.06	55.98	51.37	30.99	40.17	30.96	28.54
General expenses	57.56	25,214.68	24,847.99	13,153.02	22,377.62	19,805.31	28,220.50	19,606.87	41,468.65
Ratio to total operating revenue	.09	15.11	10.91	5.02	6.78	8.58	13.03	5.08	10.49
Ratio to total operating expenses	.16	18.74	16.09	8.48	11.91	8.94	19.46	9.15	15.14
Total operating expenses	35,166.52	134,545.18	154,426.04	155,091.27	187,913.13	221,448.71	144,988.36	214,219.24	273,842.29
Ratio to total operating revenue	58.87	80.64	67.81	59.18	56.95	95.93	66.98	55.48	69.30
Ratio to total operating expenses	100	100	100	100	100	100	100	100	100

C—TAXES:									
Per mile owned—first main track	140.46	304.31	339.04	267.14	347.87	327.22	319.79	213.71	213.71
Per mile owned—all main tracks									
Per mile owned—all tracks	99.17	188.21	184.82	145.63	177.73	167.18	163.43	109.19	108.30
Ratio to total operating revenue	4.94	3.00	3.34	2.29	2.37	3.18	3.32	1.24	1.23
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	1,830.99	5,896.11	11,577.74	17,126.96	11,969.12	17,438.42	10,392.70	35,524.01	27,375.46
Cost per 100 pounds tractive power	1.94	4.29	9.60	14.20	11.28	16.43	9.80	11.40	8.78
Average cost per locomotive	457.75	982.68	2,315.55	3,425.39	2,992.28	4,359.60	2,598.18	5,074.86	3,910.78
Passenger-train cars	88.26	204.43	274.72	87.87	689.77	....	449.91	38.65	277.63
Average cost per passenger car	None.	None.	None.	None.	None.	None.	None.	12.88	92.54
Freight-train cars	1,063.21	8,658.45	6,685.75	4,543.34	8,742.56	7,450.87	10,759.53	46,949.95	36,105.03
Average cost per freight car	.96	8.11	None.	4.54	8.77	7.46	10.77	47.00	36.70
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	1,830.99	5,896.11	11,577.74	16,685.38	11,527.54	16,996.84	9,951.10	35,082.41	25,987.66
Cost per 100 pounds tractive power	1.94	4.20	9.60	13.83	10.86	16.02	9.38	11.26	8.34
Average cost per locomotive	457.75	982.68	2,315.55	3,337.08	2,881.88	4,249.21	2,487.77	5,011.77	3,712.52
Passenger-train cars	88.26	204.43	274.72	87.87	689.77	....	441.60	38.65	184.99
Average cost per passenger car	None.	None.	None.	None.	None.	None.	None.	12.88	61.67
Freight-train cars	1,063.21	8,658.45	6,685.75	4,543.34	8,742.56	7,450.87	10,759.53	46,949.95	36,105.03
Average cost per freight car	.96	8.11	None.	4.54	8.77	7.46	10.77	47.00	36.70
F—STATISTICS:									
Number of passengers carried 1 mile	160,782	19,512	389,563	378,013	441,708	389,738	....	52,227	364,489
Average rate per passenger per mile	.01666	.01667	.0217	.02155	.02022	.01767	....	.01927	.01835
Number of tons of revenue freight carried 1 mile	802,812	6,975,108	10,491,570	14,233,761	16,208,486	12,464,361	14,450,016	25,246,434	25,993,381
Average rate per ton per mile	.07062	.02384	.02136	.01775	.01952	.01786	.01497	.01523	.01456
Average revenue tons per car per mile	30.89	33.43	34.36	38.45	35.87	35.21	39.85	40.50	42.52
Average revenue tons per train per mile	275.51	293.55	251.08	351.17	321.04	263.52	334.50	516.49	449.61

SHRIVER EXHIBIT No. 1—Continued.

West Side Belt R. R. Co.—Continued

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908-1912 compared with 1903-1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$472,494.82	$531,239.12	$202,378.19	$334,864.73	65.46	$268,621.46	75.90	22.92	38.20
Passenger revenue	7,939.68	9,241.41	5,579.82	4,270.09	D 23.48	4,924.95	61.22	689.26	818.59
Mail revenue									
Express revenue	977.85	1,169.69	363.39	445.70	22.86	404.54	141.48		
Other transportation revenue	1,211.28	1,303.16	825.94	446.79	D 45.98	636.36	90.41		
Revenue from operations other than transportation	15,771.21	4,726.49	120.88	4,514.03		2,317.45	580.66		
Total operating revenue	498,394.84	547,679.87	209,268.22	344,541.34	64.64	276,904.76	79.99	29.07	41.83
Per mile operated—first main track	22,190.34	24,384.68	9,439.24	15,340.20	62.52	12,467.53	79.99	29.07	41.83
Per mile operated—all main tracks									
Per mile operated—all tracks	11,060.70	11,932.03	5,441.19	7,784.48	43.06	6,694.98	65.21	25.92	35.84
B—EXPENSES:									
Maintenance of way and structures	14,504.07	92,299.15	30,146.28	61,449.11	103.84	45,797.70	40 84	76.64	152.76
Per mile operated—first main track	2,871.95	4,109.48	1,359.76	2,735.93	101.28	2,062.04	39.21	76.64	152.76
Per mile operated—all main tracks									
Per mile operated—all tracks	1,431.51	2,010.87	783.82	1,388.36	77.04	1,107.30	29.36	72.32	141.88
Ratio to total operating revenue	12.58	16.86	14.40	17.84	3.44	16.54	D 3.96	3.12	7.40
Ratio to total operating expenses	22.25	27.27	22.59	26.85	4.26	25.28	D 3.03	5.20	10.22
Maintenance of equipment	69,509.31	98,406.87	18,875.67	55,366.97	193.32	37,121.32	87.25	D 19.14	14.48
Ratio to total operating revenue	13.55	17.97	9.02	16.07	7.05	13.39	0.16	D 8.71	D 4.29
Ratio to total operating expenses	23.98	29.07	14.15	24.19	10.04	20.49	3.49	D 16.15	D 11.06
Traffic expenses	9,608.52	10,182.16		6,718.44		3,359.22	186.07	65.33	75.19
Ratio to total operating revenue	1.87	1.86		1.95		1.22	0.65	0.37	0.36
Ratio to total operating expenses	3.31	3.01		2.94		1.85	1.46	0.60	0.30
Transportation expenses	94,880.68	106,749.96	67,276.30	73,245.45	8.87	70,260.88	35.04	43.05	60.95
Ratio to total operating revenue	18.50	19.49	32.15	21.26	D 10.89	25.38	D 6.88	1.32	2.31
Ratio to total operating expenses	32.73	31.53	50.42	32.00	D 18.42	38.79	D 6.06	1.77	0.57
General expenses	51,387.50	30,876.90	17,130.17	32,097.76	87.38	24,613.97	108.77	162.09	57.48
Ratio to total operating revenue	10.02	5.63	8.19	9.31	1.12	8.89	1.13	4.94	0.55
Ratio to total operating expenses	17.73	9.12	12.84	14.02	1.18	13.59	4.14	8.58	D 0.03
Total operating expenses	289,890.08	338,515.04	133,428.42	228,877.73	71.54	181,153.09	60.08	35.33	58.02
Ratio to total operating revenue	56.52	61.81	63.76	66.43	2.67	65.42	D 8.90	1.04	6.33
Ratio to total operating expenses	100	100	100	100		100			

C—Taxes:									
Per mile owned—first main track	53.43	53.43	281.57	225.59	D 19.86	254.59	D 79.01	D 75.00	D 75.00
Per mile owned—all main tracks									
Per mile owned—all tracks	26.63	26.14	162.31	114.48	D 29.63	136.72	D 80.52	D75.62	D 76.07
Ratio to total operating revenue	0.24	0.22	2.98	1.47	D 1.51	2.04	D 1.80	D 2.94	D 1.02
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	31,324.19	37,438.17	9,680.18	24,410.96	152.18	17,045.57	83.76	D 11.82	5.39
Cost per 100 pounds tractive power	10.05	12.01	8.37	10.64	27.12	9.88	1.72	D 11.84	5.35
Average cost per locomotive	4,474.88	5,348.29	1,936.03	4,068.49	110.12	2,840.93	57.51	D 11.82	5.38
Passenger-train cars	472.26	451.07	269.01	247.69	D 9.18	258.35	82.94	1,121.89	....
Average cost per passenger car	157.42	150.36	None.	123.84	....	....	....	....	....
Freight-train cars	30,973.57	53,859.57	5,938.66	26,447.79	345.32	16,193.23	91.28	D 34.02	14.72
Average cost per freight car	31.00	54.13	7.10	26.47	272.81	17.63	75.84	D 34.04	15.17
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	29,936.39	36,050.37	5,642.58	23,590.88	318.06	14,616.73	104.80	D 14.67	2.76
Cost per 100 pounds tractive power	9.61	11.57	4.88	10.28	110.66	8.47	13.46	D 14.65	2.75
Average cost per locomotive	4,276.62	5,150.05	1,128.51	3,931.81	248.18	2,769.44	54.46	D 14.64	2.75
Passenger-train cars	379.62	358.43	269.01	208.97	D 22.30	238.99	58.84	882.20	....
Average cost per passenger car	126.52	119.48	None.	104.48	....	....	....	....	....
Freight-train cars	30,973.57	53,859.57	5,938.66	26,447.79	345.33	16,193.23	91.28	D 34.03	14.72
Average cost per freight car	31.00	54.13	7.10	26.47	272.82	17.63	75.84	D 34.04	15.17
F—Statistics:									
Number of passengers carried 1 mile	464,647	496,560	277,916	254,220	D 8.53	266,068	74.63	789.67	....
Average rate per passenger per mile	.01709	.01861	.02007	.01680	D 16.29	.01851	D 2.67	D 11.31	D 3.43
Number of tons of revenue freight carried 1 mile	32,649,936	33,337,851	9,702,347	22,160,826	128.41	15,931,587	104.94	29.33	32.05
Average rate per ton per mile	.01447	.01594	.02085	.01511	D 27.53	.01686	D 14.16	D 4.99	4.66
Average revenue tons per car per mile	45.69	47.33	36.11	41.57	15.12	39.74	14.97	12.79	16.86
Average revenue tons per train per mile	596.91	655.41	297.49	440.21	47.97	384.10	55.99	16.08	26.94

SHRIVER EXHIBIT No. 1—Continued.

The Wabash R. R. Co.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease, deficit, or debit.]

[Page 27.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Mileage:									
1. Owned—miles of first main track	2,034.9	2,034.9	2,035.6	2,035.6	2,035.6	2,034.6	2,034.55	2,034.55	2,034.55
2. Owned—miles of all main tracks	2,034.9	2,034.9	2,114.4	2,114.4	2,139.7	2,143.2	2,143.04	2,143.04	2,143.04
3. Owned—miles of tracks	2,805.6	2,885.9	2,891.7	2,883.8	2,935.5	2,934.1	2,944.72	2,948.83	2,966.76
4. Operated—miles of first main track	2,485.8	2,516.7	2,517.2	2,517.2	2,514.3	2,514.6	2,514.60	2,514.60	2,514.60
5. Operated—miles of all main tracks	2,485.8	2,516.7	2,731.1	2,731.1	2,750.5	2,808.3	2,813.96	2,813.96	2,813.96
6. Operated—miles of all tracks	3,448.0	3,584.3	3,662.5	3,679.8	3,730.1	3,806.0	3,873.09	3,879.02	3,894.36
B—Total capital obligations:									
Per mile owned—first main track	70,740.09	79,862.89	83,949.20	84,470.43	100,905.61	102,674.50	99,564.55	102,005.40	102,906.57
Per mile owned—all main tracks	70,740.09	79,862.89	80,820.56	81,322.36	95,996.39	97,471.79	94,254.16	96,841.44	97,696.99
Per mile owned—all tracks	51,307.74	56,312.76	59,095.69	59,625.49	69,972.23	71,197.83	68,790.60	70,234.62	70,571.45
Capital stock	52,000,000.00	62,000,000.00	62,000,000.00	62,000,000.00	89,818,466.66	90,854,306.66	92,282,906.66	92,378,586.66	92,400,426.66
Increase over previous year	None.	10,000,000.00	None.	None.	27,818,466.66	1,035,840.00	1,428,600.00	95,680.00	21,840.00
Funded debt, including notes issued for capital obligations	91,949,000.00	100,513,000.00	108,887,000.00	109,948,000.00	115,585,000.00	118,047,233.04	110,286,152.03	115,156,496.16	116,968,129.23
Increase over previous year	D 161,000.00	8,564,000.00	8,374,000.00	1,061,000.00	5,637,000.00	2,462,233.04	D 7,761,081.01	4,870,344.13	1,811,633.07
Ratio of capital stock to total capital obligations	36.12	38.15	36.28	36.06	43.73	43.49	45.56	44.51	44.13
C—Property investment: [1]									
Pe mile owned—first main track	70,707.41	71,421.41	71,679.28	72,324.67	83,358.64	84,152.50	84,915.61	85,321.02	85,622.82
Per mile owned—all main tracks	70,707.41	71,421.41	69,007.92	69,629.25	79,303.10	83,798.30	80,616.81	81,001.70	81,288.23
Per mile owned—all tracks	51,284.04	50,360.52	50,458.33	51,052.12	57,804.41	58,354.07	58,669.43	58,867.38	58,718.58
Additions to property investment account	....	....	....	....	....	....	....	....	....
D—Income account: [2]									
Total operating revenue, including outside operations	21,140,828.94	23,023,626.63	24,696,600.10	25,015,378.70	27,432,473.52	25,884,431.61	26,009,485.03	29,052,086.62	30,058,341.22
Total operating expenses, including outside operations	15,491,080.02	17,181,007.62	19,921,166.33	17,485,633.63	18,885,582.86	18,939,402.54	18,922,236.52	20,734,462.78	22,564,381.58
Net operating revenue, including outside operations	5,649,748.92	5,842,619.01	4,775,433.77	7,529,745.07	8,546,890.66	6,895,029.07	7,087,248.51	8,317,623.84	7,493,959.64
Tax accruals	664,702.90	750,158.71	826,623.71	915,908.74	883,550.77	727,469.93	809,636.62	851,323.59	920,872.51
Operating income	4,985,045.96	5,092,460.30	3,948,810.06	6,613,836.33	7,663,339.89	6,167,559.14	6,277,611.89	7,466,300.25	6,573,087.13

Other income relating to operation									
Hire of equipment—Cr.									
Joint facilities—Cr.	48,500.00	44,450.00	62,500.00	82,958.38	56,302.68	122,479.12	108,245.89	106,523.99	103,292.36
Miscellaneous rents—Cr.		92,140.71	59,421,51	113,372.36	61,253.20	52,254.87	68,546.97	66,216.13	76,785.64
Total	48,500.00	136,640.71	121,921.51	196,330.74	117,555.88	174,733.99	176,792.86	172,740.12	180,078.00
Deductions from income relating to operation									
Hire of equipment—Dr.	324,582.30	502,501.23	582,278.22	592,253.72	522,842.83	478,376.01	414,518.60	623,581.65	918,875.88
Joint facilities—Dr.	895,367.62	961,038.33	880,073.99	944,160.23	914,422.49	1,465,308.91	1,577,935.83	1,669,565.21	1,601,503.63
Miscellaneous rents—Dr.									
Total	1,219,949.92	1,463,539.56	1,462,352.21	1,536,413.95	1,437,265.32	1,943,684.92	1,992,454.43	2,293,146.86	2,520,379.46
Net operating income	3,813,596.04	3,765,561.45	2,608,379.36	5;273,753.12	6,343,630.45	4,398,608.21	4,461,950.32	5,345,893.51	4,232,785.67
Per cent on property investment	2.65	2.59	1.79	3.58	3.74	2.57	2.58	3.08	2.43
Other income	482,927.94	504,706.07	753,340.17	1,035,514.36	728,249.97	599,192.62	648,852.61	580,634.80	533,939.57
Total income	4,296,523.98	4,270,267.52	3,361,719.53	6,309,267.48	7,071,880.42	4,997,800.83	5,110,802.93	5,926,528.31	4,766,725.24
Other deductions									
Lease of roads	58,031.96	27,820.00	26,460.00	26,860.00	26,860.00	26,860.00	1,600.00	1,600.00	1,600.00
Interest deductions [3]	3,186,480.64	3,169,602.72	3,442,112.17	3,787,650.76	4,486,636.07	4,428,351.11	5,030,012.56	4,940,588.60	4,854,305.43
Miscellaneous other deductions	855,861.30	1,058,553.64	1,352,519.75	1,985,423.93	2,096,719.53	325,723.28	238,449.80	438,620.79	314,241.11
Total	4,100,373.90	4,255,976.36	4,821,091.92	5,799,934.69	6,610,215.60	4,780,934.39	5,270,062.36	5,380,809.39	5,170,146.54
Net corporate income for the year	196,150.08	14,291.16	D 1,459,372.39	509,332.79	461,664.82	216,866.44	D 159,259.43	545,718.92	D 403,421.30
Per cent on capital stock outstanding	.38	.02	2.35	.82	.51	.24	D .17	.59	D .44
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	642,420.79	969,994.49	1,094,307.54	D 515,419.77	248,200.01	445,638.27	D 355,593.42	D 3,045,118.95	D 2,930,212.97
Net corporate income for the year	196,150.08	14,291.16	D 1,459,372.39	509,332.79	461,664.82	216,866.44	D 159,259.43	545,718.92	D 403,421.30
Miscellaneous profit and loss items—net	131,423.62	110,021.89	D 150,354.92	254,286.99	D 264,226.56	D 1,018,098.13	D 2,530,266.10	D 430,812.88	D 2,793,299.59
Total surplus	969,994.49	1,094,307.54	D 515,419.77	248,200.01	445,638.27	D 355,593.42	D 3,045,118.95	D 2,930,212.91	D 6,126,933.80
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year									

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Above figures for "Interest deductions," include interest on first refunding and extensions mortgage bonds 6 months ending June 30, 1912, $642,040; interest on receivers' certificates, Feb. 1 to June 30, 1912, $118,750.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Wabash R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	2,034.55	2,034.55	2,035.3	2,034.56	D 0.36	2,034.94	D 0.02		
2. Owned—miles of all main tracks	2,143.04	2,275.45	2,087.7	2,143.07	26.52	2,115.37	1.31		6.18
3. Owned—miles of all tracks	2,972.52	3,128.32	2,880.5	2,953.39	25.30	2,916.94	1.91	0.80	6.09
4. Operated—miles of first main track	2,514.60	2,514.60	2,510.2	2,514.60	1.75	2,512.42	.09		
5. Operated—miles of all main tracks	2,813.96	2,946.37	2,643.0	2,812.83	6.43	2,727.93	3.15		4.75
6. Operated—miles of all tracks	3,900.48	4,072.05	3,620.9	3,870.59	6.90	3,745.77	4.13	.55	4.98
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	102,579.23	102,028.25	83,987.66	101,946.05	21.38	92,964.77	10.34	.56	.02
Per mile owned—all main tracks	97,386.23	91,226.60	81,879.63	96,784.22	18.20	89,430.09	8.90	.56	D 5.80
Per mile owned—all tracks	70,210.66	66,355.61	59,343.90	70,229.59	18.34	64,854.86	8.26	D .03	D 5.52
Capital stock	92,400,426.66	92,400,426.66	65,563,693.33	92,063,330.66	40.42	78,813,511.99	17.24	.02	
Increase over previous year	None.	None.							
Funded debt, including notes issued for capital obligations	116,302,149.23	115,181,149.23	105,376,400.00	115,352,031.94	9.47	110,364,215.97	5.38	.99	.02
Increase over previous year	D 665,980.00	D 1,121,000.00							
Ratio of capital stock to total capital obligations	44.27	44.51	38.35	44.39	15.75	41.67	6.24	D .54	
C—PROPERTY INVESTMENT:[1]									
Per mile owned—first main track	86,041.25	87,064.28	73,899.40	85,210.64	15.31	79,553.60	8.16	.84	2.04
Per mile owned—all main tracks	81,685.46	77,846.86	72,044.57	80,896.17	12.29	76,528.83	6.74	.84	D 3.89
Per mile owned—all tracks	58,891.18	56,623.57	52,215.74	58,700.73	12.42	55,498.84	6.11	.04	D 3.81
Additions to property investment account									
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	28,520,977.07	31,932,455.02	24,261,781.58	27,905,064.31	15.02	26,083,422.95	9.35	D 1.83	9.91
Total operating expenses, including outside operations	23,349,872.95	24,911,341.20	17,792,894.09	20,912,071.27	17.53	19,352,482.68	20.66	12.61	20.14
Net operating revenue, including outside operations	5,171,104.12	7,021,113.82	6,468,887.49	6,992,993.04	8.10	6,730,940.27	D 23.17	D 37.83	D 15.59
Tax accruals	851,629.56	905,891.74	808,188.98	832,186.44	2.97	820,187.71	3.83	.04	6.41
Operating income	4,319,474.56	6,115,222.08	5,660,698.51	6,160,806.60	8.83	5,910,752.56	D 26.92	D 42.15	D 18.10
Other income relating to operation									
Hire of equipment—Cr									

Joint facilities—Cr.	103,157.54	121,014.55	58,952.21	108,739.78	84.45	83,846.00	23.03	D 3.16	13.60
Miscellaneous rents—Cr.	86,071.61	79,006.18	65,237.55	69,975.04	7.26	67,606.29	27.31	29.99	19.32
Total	189,229.15	200,020.73	124,189.76	178,714.82	43.90	151,452.29	24.94	9.55	15.79
Deductions from income relating to operation.									
Hire of equipment—Dr.	1,055,511.93	1,081,169.22	504,891.66	698,172.80	38.28	601,532.23	75.47	69.27	73.38
Joint facilities—Dr.	1,552,347.21	1,525,603.18	919,012.53	1,573,332.16	71.20	1,246,172.35	24.57	D 7.02	D 8.62
Miscellaneous rents—Dr.									
Total	2,607,859.14	2,606,772.40	1,423,904.19	2,271,504.96	59.53	1,847,704.58	41.14	13.72	13.68
Net operating income	1,900,844.57	3,708,470.41	4,360,984.08	4,068,016.46	D 6.72	4,214,500.27	D 54.90	D 64.44	D 30.63
Per cent on property investment	1.09	2.09	2.90	2.35	D 18.97	2.60	D 58.08	D 64.61	D 32.14
Other income	454,765.91	556,711.92	700,947.70	563,477.10	D 19.61	632,212.40	D 18.06	D 21.68	D 4.12
Total income	2,355,610.48	4,265,182.33	5,061,931.78	4,631,493.56	D 8.50	4,846,712.67	D 51.40	D 60.25	D 28.03
Other deductions.									
Lease of roads	1,600.00	1,600.00	33,206.39	6,652.00	D 79.97	19,929.20	D 91.97		
Interest deductions [3]	4,242,569.58	4,076,031.94	3,614,496.47	4,699,165.44	30.01	4,156,830.95	2.06	D 14.13	D 17.50
Miscellaneous other deductions	333,998.25	563,882.32	1,469,815.63	330,206.66	D 77.53	900,011.14	D 62.89	D 23.85	28.56
Total	4,578,167.83	4,641,514.26	5,117,518.49	5,036,024.10	D 1.59	5,076,771.29	D 9.82	D 14.92	D 13.74
Net corporate income for the year	D 2,222,557.35	D 376,331.93	D 55,586.71	D 404,530.54	D 627.75	D 230,058.62	D 866.08	D 507.27	D 168.96
Per cent on capital stock outstanding	D 2.41	D .41	D .08	D .44	D 450.00	D .29	D 731.03	D 508.47	D 169.49
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 6,126,933.80	D 8,041,579.95	487,900.61	D 2,402,444.16	D 592.40	D 957,271.78	D 540.04	D 101.21	D 164.08
Net corporate income for the year	D 2,222,557.35	D 376,331.93	D 55,586.71	D 404,530.54	D 627.75	D 230,058.62	D 866.08	D 507.27	D 168.96
Miscellaneous profit and loss items—net	307,911.20	D 5,280.61	16,230.21	D 1,292,913.10	D 8,066.09	D 638,341.44	148.24	171.47	98.77
Total surplus	D 8,041,579.95	D 8,423,192.49	448,544.11	D 4,099,887.80	D 1,014.04	D 1,825,671.84	D 340.47	D 174.44	D 187.46
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations									
Sinking and special reserve funds appropriations									
Total surplus appropriated									
Unappropriated surplus carried over to the following year									

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Above figures for "Interest deductions," include interest on first refunding and extensions mortgage bonds 6 months ending June 30, 1912, $642,040; interest on receivers' certificates, Feb. 1 to June 30, 1912, $118,750.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Shriver Exhibit No. 1—Continued.

The Wabash R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 68.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—Revenues:									
Freight revenue	$13,327,478.75	$14,064,656.81	$13,650,185.54	$16,138,466.18	$18,465,286.29	$17,103,693.21	$17,176,708.74	$19,473,372.61	$20,160,877.35
Passenger revenue	6,135,500.85	7,045,525.29	8,917,828.77	6,723,658.43	6,891,288.83	6,470,673.03	6,395,775.35	7,075,314.30	7,400,934.31
Mail revenue	716,200.09	830,928.23	837,038.23	835,984.26	829,465.00	770,832.03	772,249.01	773,370.33	776,352.58
Express revenue	464,645.19	533,703.85	691,736.42	767,057.46	732,322.33	763,509.35	782,812.33	764,632.95	732,446.61
Other transportation revenue	Not kept separate prior to 1908.					488,639.71	539,162.33	582,261.67	593,033.62
Revenue from operations other than transportation	497,004.06	548,812.45	599,761.09	550,212.37	514,111.07	137,621.81	201,325.54	217,053.90	215,392.92
Total operating revenue	21,140,828.94	23,023,626.63	24,696,600.10	25,015,378.70	27,432,473.52	25,740,074.19	25,863,033.30	28,886,055.76	29,884,037.40
Per mile operated—first main track	8,504.64	9,148.34	9,811.14	9,937.78	10,910.53	10,236.25	10,237.14	11,487.34	11,884.21
Per mile operated—all main tracks	8,504.64	9,148.34	9,042.73	9,159.45	9,973.63	9,165.71	9,192.75	10,265.27	10,619.92
Per mile operated—all tracks	6,131.33	6,423.47	6,743.10	6,793.03	7,354.35	6.763.03	6,678.91	7,446.74	7,673.67
B—Expenses:									
Maintenance of way and structures	3,700,961.69	3,631,603.00	4,007,505.59	3,109,021.54	2,747,667.46	2,728,234.55	3,112.598.53	3,600,739.02	3,629,763.31
Per mile operated—first main track	1,483.84	1,462.87	1,592.05	1,235.11	1,092.82	1,034.96	1,237.81	1,431.88	1,443.48
Per mile operated—all main tracks	1,438.84	1,462.87	1,467.36	1,133.33	993.97	971.49	1,106.13	1,279.60	1,239.91
Per mile operated—all tracks	1,073.36	1,027.15	1,094.20	844.89	736.62	716.83	803.65	928.26	932.05
Ratio to total operating revenue	17.51	15.99	16.23	12.43	10.02	10.60	12.03	12.47	12.15
Ratio to total operating expenses	23.89	21.43	20.12	17.78	14.55	14.48	16.59	17.53	16.23
Maintenance of equipment	3,114,663.95	3,473,001.63	4,575,148.43	3,679,948.04	3,915,261.39	4,359,312.80	3,966,179.70	4,117,109.19	4,868,474.28
Ratio to total operating revenue	14.73	15.03	18.53	14.71	14.27	16.94	15.33	14.25	16.29
Ratio to total operating expenses	20.11	20.21	22.97	21.06	20.73	23.13	21.14	20.05	21.77
Traffic expenses	Included in transportation expenses prior to 1908.					860,069.21	836,492.56	928,783.58	919,042.83
Ratio to total operating revenue		“	“	“	“	3.34	3.23	3.21	3.07
Ratio to total operating expenses		“	“	“	“	4.56	4.46	4.52	4.11
Transportation expenses	8,186,695.31	9,476,127.56	10,673,394.17	10,037,667.12	11,533,759.83	10,240,193.19	10,024,796.27	11,056,061.28	12,052,963.95
Ratio to total operating revenue	38.73	41.16	43.22	40.13	42.04	39.78	38.76	33.27	40.33
Ratio to total operating expenses	52.85	55.16	53.53	57.40	61.07	54.34	53.45	53.84	53.89
General expenses	488,759.07	550,270.33	665,118.14	658,996.93	688,894.13	655,933.18	817,117.41	833,529.56	895,933.74
Ratio to total operating revenue	2.31	2.39	2.63	2.63	2.51	2.55	3.16	2.89	3.00
Ratio to total operating expenses	3.15	3.20	3.33	3.77	3.65	3.49	4.36	4.06	4.00
Total operating expenses	15,491,030.02	17,181,007.62	19,921,166.33	17,485,633.63	18,885,582.36	18,843,747.93	18,757,184.47	20,536,222.63	22,366,183.11
Ratio to total operating revenue	73.23	74.62	80.66	69.90	68.84	73.21	72.51	71.09	74.84
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—TAXES:									
Per mile owned—first main track	326.65	368.65	406.08	449.95	434.05	357.55	397.94	418.43	452.62
Per mile owned—all main tracks	326.65	368.65	390.95	433.18	412.93	339.43	377.80	397.25	429.70
Per mile owned—all tracks	230.92	259.94	285.86	317.60	300.99	247.94	274.95	288.70	310.40
Ratio to total operating revenue	3.14	3.26	3.35	3.66	3.22	2.83	3.13	2.95	3.08
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	1,311,864.54	1,483,503.09	1,599,423.38	1,176,470.02	1,520,346.37	1,858,556.77	1,734,268.25	1,889,421.67	2,212,696.42
Cost per 100 pounds tractive power	15.00	15.04	13.60	10.08	10.72	11.34	11.09	11.95	13.89
Average cost per locomotive	2,688.24	2,809.66	3,029.21	2,037.17	2,460.10	2,988.03	2,676.34	2,871.46	3,412.54
Passenger-train cars	346,447.05	407,263.06	529,532.36	378,622.40	375,654.23	378,003.10	336,814.60	344,390.08	372,482.26
Average cost per passenger car	859.67	934.09	1,166.37	835.81	846.07	859.10	763.98	800.91	878.49
Freight-train cars	867,129.55	1,024,446.09	1,851,850.70	1,710,802.22	1,552,209.68	1,634,090.04	1,616,792.50	1,519,220.56	1,870,403.65
Average cost per freight car	50.60	55.76	98.48	91.06	73.80	72.53	70.10	65.19	82.98
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	1,311,864.54	1,483,503.09	1,599,423.38	1,176,470.02	1,520,346.37	1,732,480.18	1,604,133.24	1,851,900.16	2,062,357.39
Cost per 100 pounds tractive power	15.00	15.04	13.60	10.03	10.72	10.57	10.26	11.67	12.95
Average cost per locomotive	2,683.24	2,809.66	3,029.21	2,037.17	2,460.10	2,785.33	2,475.51	2,814.44	3,180.68
Passenger-train cars	346,447.05	407,263.06	529,532.36	378,622.40	375,654.23	319,296.42	288,596.71	314,693.30	321,747.13
Average cost per passenger car	859.67	934.09	1,166.37	835.81	846.07	725.67	658.90	731.84	758.84
Freight-train cars	867,129.55	1,024,446.09	1,851,850.70	1,710,802.22	1,552,209.68	1,199,209.41	1,229,293.31	1,392,176.31	1,414,485.43
Average cost per freight car	50.60	55.76	98.48	91.06	73.80	54.70	54.32	61.37	64.08
F—STATISTICS:									
Number of passengers carried 1 mile	330,111,942	396,283,834	534,569,484	360,013,901	369,294,716	364,637,151	355,979,515	374,619,200	384,356,851
Average rate per passenger per mile.......cents	1.859	1.908	1.668	1.868	1.866	1.775	1.797	1.889	1.926
Number of tons of revenue freight carried 1 mile	2,198,073,383	2,175,680,058	2,339,770,238	2,969,200,493	3,322,314,821	2,983,467,049	2,950,014,020	3,325,804,448	3,343,249,320
Average rate per ton per mile.............cents	0.606	0.646	0.583	0.544	0.556	0.573	0.582	0.586	0.603
Average revenue tons per car per mile	16.23	15.53	16.22	17.56	18.07	18.10	17.51	17.81	17.67
Average revenue tons per train per mile	301.76	286.34	298.93	347.67	359.89	361.14	351.97	352.70	344.38

SHRIVER EXHIBIT No. 1—Continued.

The Wabash R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$19,074,821.50	$21,774,362.19	$15,129,214.72	$18,597,894.68	22.93	$16,863,554.70	13.11	D 2.05	11.82
Passenger revenue	6,993,873.91	7,268,288.66	7,142,760.44	6,867,315.18	D 3.86	7,005,037.81	D .16	D 1.15	2.73
Mail revenue	738,674.58	720,966.19	809,933.17	766,305.72	D 5.39	788,119.44	D 6.27	D 4.49	D 6.78
Express revenue	728,262.34	1,078,978.67	637,893.05	755,342.72	18.41	696,617.88	4.54	D 4.76	41.10
Other transportation revenue	576,661.54	643,882.92		556,961.77				D .96	10.58
Revenue from operations other than transportation	242,470.28	282,807.91	541,980.21	202,772.89	40.18	650,857.44	25.85	11.71	30.29
Total operating revenue	38,354,764.15	31,769,286.54	24,261,781.59	27,746,592.96	14.36	26,004,187.27	9.04	D 1.83	9.98
Per mile operated—first main track	11,276.05	12,633.93	9,665.28	11,034.19	14.16	10,350.25	8.94	D 1.84	9.98
Per mile operated—all main track	10,076.46	10,782.52	9,179.64	9,864.30	7.46	9,532.57	5.71	D 1.84	5.04
Per mile operated—all tracks	7,182.06	7,801.79	6,700.48	7,168.57	6.99	6,942.79	3.45	D 3.55	4.77
B—EXPENSES:									
Maintenance of way and structures	3,889,590.41	4,330,278.25	3,449,352.85	3,392,185.16	D 1.66	3,420,769.01	13.71	8.02	20.26
Per mile operated—first main track	1,546.80	1,722.05	1,374.13	1,349.00	D 1.83	1,361.54	13.61	8.03	20.26
Per mile operated—all main tracks	1,382.25	1,469.70	1,305.09	1,205.97	D 7.59	1,253.98	10.23	8.02	14.86
Per mile operated—all tracks	997.21	1,063.41	952.62	876.40	D 8.00	913.24	9.19	7.43	14.56
Ratio to total operating revenue	13.72	13.63	14.22	12.23	D 13.99	13.15	4.33	10.02	9.30
Ratio to total operating expenses	16.80	17.54	19.39	16.36	D 15.63	17.76	D 5.41	D 4.16	.06
Maintenance of equipment	5,312,741.07	5,330,497.46	3,751,604.70	4,524,763.41	20.61	4,138,184.05	28.38	29.04	29.47
Ratio to total operating revenue	18.74	16.78	15.46	16.31	5.50	15.91	17.79	31.51	17.75
Ratio to total operating expenses	22.95	21.59	21.08	21.83	3.56	21.48	6.84	14.46	7.68
Traffic expenses	953,131.47	1,025,136.45		899,503.93				2.62	10.37
Ratio to total operating revenue	3.36	3.23						4.67	.62
Ratio to total operating expenses	4.12	4.15						D 8.85	D 8.19
Transportation expenses	12,137,368.04	13,214,058.52	9,981,528.80	11,102,277.55	20.24	10,991,655.14	19.09	9.78	19.52
Ratio to total operating revenue	42.81	41.59	41.14	43.24	5.10	42.27	9.23	11.86	8.68
Ratio to total operating expenses	52.43	53.51	56.10	57.89	3.19	57.07	D .91	D 2.62	D .61
General expenses	857,653.39	793,518.62	610,407.74	812,034.45	33.03	711,221.10	20.59	2.89	D 4.80
Ratio to total operating revenue	3.02	2.50	2.52	2.93	16.27	2.74	10.22	4.50	D 13.49
Ratio to total operating expenses	3.70	3.21	3.43	3.92	14.29	3.69	.27	D 1.87	D 20.94
Total operating expenses	23,150,484.38	24,693,489.30	17,792,894.09	20,730,764.50	16.51	19,261,829.30	20.19	12.73	20.24
Ratio to total operating revenue	81.65	77.73	73.34	74.71	1.87	74.07	10.23	14.86	9.34
Ratio to total operating expenses									

C—TAXES:									
Per mile owned—first main track	418.58	360.25	397.09	409.03	3.01	403.05	3.85	.04	D 13.90
Per mile owned—all main tracks	397.39	398.12	387.12	388.32	.31	387.73	2.49	.04	.22
Per mile owned—all tracks	286.50	289.58	280.57	281.77	.43	281.18	1.89	D .76	.30
Ratio to total operating revenue	3.00	2.85	3.33	3.00	D 9.91	3.15	D 4.76	1.69	D 3.39
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	2,700,695.60	2,660,556.86	1,418,321.48	2,079,127.74	46.59	1,748,724.61	54.44	42.94	40.81
Cost per 100 pounds tractive power	14.69	13.46	12.89	12.59	D 2.33	12.74	15.07	22.93	12.63
Average cost per locomotive	4,096.30	3,743.30	2,604.87	3,208.93	23.19	2,906.90	40.92	42.66	30.36
Passenger-train cars	438,156.95	450,519.62	407,503.82	373,964.40	D 8.23	390,736.61	12.14	27.23	30.82
Average cost per passenger car	1,038.29	1,040.46	928.40	869.15	D 6.38	898.77	15.52	29.64	29.99
Freight-train cars	1,792,382.38	1,745,719.50	1,401,287.64	1,686,577.82	20.36	1,543,932.73	16.09	17.98	14.91
Average cost per freight car	82.22	77.89	73.94	74.60	.89	74.27	10.70	26.12	19.48
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	2,546,781.40	2,501,856.04	1,418,321.48	1,959,530.47	38.16	1,688,925.97	50.79	37.52	35.10
Cost per 100 pounds tractive power	13.85	12.66	12.89	11.86	D 7.99	12.38	11.96	18.68	8.48
Average cost per locomotive	3,862.85	3,519.62	2,604.87	3,023.76	16.08	2,814.31	37.25	37.25	25.05
Passenger-train cars	376,969.15	400,781.34	407,503.82	324,260.54	D 20.43	365,882.18	3.03	19.79	27.36
Average cost per passenger car	893.29	925.59	928.40	753.71	D 18.81	841.05	6.21	22.06	26.47
Freight-train cars	1,349,946.27	1,613,522.56	1,401,287.64	1,317,022.14	D 6.01	1,359,154.89	D .68	D 3.03	15.90
Average cost per freight car	63.62	71.99	73.94	59.62	D 19.35	66.78	D 4.73	3.66	17.31
F—STATISTICS:									
Number of passengers carried 1 mile	359,585,619	366,477,730	392,654,777	367,835,667	D 6.32	380,245.221	D 5.43	D 4.01	D 2.17
Average rate per passenger per mile......cents	1.945	1.983	1.834	1.866	1.74	1.850	5.14	2.96	4.97
Number of tons of revenue freight carried 1 mile	3,127,414,695	3,722,548,760	2,601,007,798	3,145,989,906	20.95	2,873,498,852	8.84	D 5.97	11.93
Average rate per ton per mile	0.610	0.585	0.587	0.591	.68	0.589	3.57	4.10	D .17
Average revenue tons per car per mile	17.70	18.83	16.72	17.76	6.22	17.24	2.67	D .62	5.73
Average revenue tons per train per mile	357.75	395.33	318.92	353.59	10.87	336.25	6.39	1.43	12.09

SHRIVER EXHIBIT No. 1—Continued.

The Western Maryland Ry. Co.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease, deficit, or debit.]

[Page 69.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	418.27	468.59	484.06	540.92	540.38	540.30	540.30	540.30	540.30
2. Owned—miles of all main tracks	439.45	492.75	512.60	568.36	574.02	578.99	578.99	584.81	584.81
3. Owned—miles of all tracks	584.85	647.73	685.89	761.92	785.82	795.52	798.20	805.73	831.11
4. Operated—miles of first main track	420.97	471.29	486.76	543.62	543.08	543.00	543.00	543.00	543.00
5. Operated—miles of all main tracks	442.17	495.45	515.30	571.06	576.72	581.69	581.69	587.51	587.51
6. Operated—miles of all tracks	587.55	650.43	688.59	764.62	788.52	798.22	800.90	808.43	833.81
B—TOTAL CAPITAL OBLIGATIONS	54,564,700.50	58,970,292.71	61,883,249.90	72,054,384.79	83,407,969.32	78,377,674.10	77,425,931.06	108,525,230.00	108,525,230.00
Per mile owned—first main track	130,453.29	125,846.24	127,842.10	133,207.10	154,350.58	145,063.25	143,301.74	200,861.06	200,861.06
Per mile owned—all main tracks	124,165.89	119,675.88	120,724.24	126,775.97	145,304.98	135,369.65	133,725.85	185,573.48	185,573.48
Per mile owned—all tracks	93,296.91	91,041.47	90,223.28	94,569.49	106,141.31	98,523.83	97,000.67	134,691.80	130,578.65
Capital stock	15,685,400.00	15,685,400.00	15,685,400.00	15,685,400.00	15,685,400.00	15,685,400.00	15,685,400.00	59,429,230.00	59,429,230.00
Increase over previous year	15,000,000.00	....	....	....	....	....	....	43,743,830.00	....
Funded debt, including notes issued for capital obligations	38,879,300.50	43,284,892.71	46,197,849.90	56,368,984.79	67,722,569.32	62,692,274.10	61,740,351.06	49,096,000.00	49,096,000.00
Increase over previous year	30,173,783.96	4,405,592.21	2,912,957.19	10,171,134.89	11,353,584.53	D 5,030,295.22	D 951,743.04	D12,644,531.06	....
Ratio of capital stock to total capital obligations	28.75	26.60	25.35	21.77	18.81	20.01	20.26	54.76	54.76
PROPERTY INVESTMENT[1]	66,856,531.23	70,644,278.97	71,373,341.72	79,141,902.97	85,005,379.19	81,825,625.48	82,337,690.63	84,308,369.31	88,134,583.26
Per mile owned—first main track	159,840.60	150,759.25	147,447.30	146,309.81	157,306.67	151,444.80	152,392.55	156,039.92	163,121.56
Per mile owned—all main tracks	152,136.83	143,367.38	139,237.89	139,246.08	148,087.83	141,324.76	142,209.17	144,163.67	150,706.35
Per mile owned—all tracks	114,313.98	109,064.39	104,059.45	103,871.67	108,174.11	102,858.03	103,154.21	104,636.01	106,044.42
Additions to property investment account	43,472,238.92	3,787,747.74	729,062.75	7,768,561.25	5,863,476.22	D 3,179,753.71	512,065.15	1,970,678.68	3,826,213.95
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	3,589,659.54	3,436,963.02	3,706,112.70	4,665,072.16	5,482,710.50	5,648,277.72	5,952,695.75	7,132,153.49	7,243,496.44
Total operating expenses, including outside operations	2,084,391.37	2,056,736.81	2,217,064.71	2,802,790.33	3,414,690.39	3,586,747.54	3,705,728.24	4,151,892.87	4,482,214.51
Net operating revenue, including outside operations	1,505,268.17	1,380,226.21	1,489,047.99	1,862,281.83	2,068,020.11	2,061,530.18	2,246,967.51	2,980,260.62	2,761,281.93
Tax accruals	77,401.31	79,783.64	95,850.64	104,529.35	148,650.00	188,350.00	198,000.00	216,000.00	240,000.00
Operating income	1,427,863.86	1,300,442.57	1,393,197.35	1,757,752.48	1,919,370.11	1,873,180.18	2,048,967.51	2,764,260.62	2,521,281.93

Other income relating to operation									
Hire of equipment—Cr	22,274.04	95,481.11	79,711.98	41,501.20	45,109.60			49,034.18	
Joint facilities—Cr	1,250.00	1,250.00	1,250.00	3,001.17	6,077.50	6,245.81	6,503.92	6,760.12	6,959.15
Miscellaneous rents—Cr		3,171.35	8,635.82	10,504.36	81,005.77	88,020.97	38,053.60	7,758.38	9,096.51
Total	23,524.04	99,902.46	89,597.80	55,006.73	132,192.87	94,266.78	44,557.52	63,552.68	16,055.66
Deductions from income relating to operation									
Hire of equipment—Dr						3,337.41	56,158.08		17,806.69
Joint facilities—Dr	97,180.21	90,462.48	94,967.48	110,805.17	122,338.42	73,600.32	67,681.08	70,951.38	69,161.36
Miscellaneous rents—Dr	1,521.51	1,809.06	2,382.01	2,210.97	2,177.22	2,177.22	2,177.22	2,177.22	2,177.22
Total	98,710.72	92,271.54	97,349.49	113,016.14	124,515.64	79,114.95	126,016.38	73,128.60	89,144.27
Net operating income	1,352,677.18	1,308,073.49	1,385,445.66	1,699,743.07	1,927,047.34	1,888,332.01	1,967,508.65	2,754,684.70	2,448,103.32
Per cent on property investment									
Other income	1,164,679.35	730,755 40	640,341.03	876,494.04	789,310.14	542,489.57	526,214.12	565,263.09	552,378.75
Total income	2,517,356.53	2,038,828.89	2,025,786.69	2,576,237.11	2,716,357.48	2,430,821.58	2,493,722.77	3,319,947.79	3,000,572.07
Other deductions									
Lease of roads	348,161.08	340,722.24	315,285.72	207,893.59	167,386.33	170,941.44	202,821.34	202,401.61	197,015.82
Interest deductions	1,017,066.49	1,283,012.50	1,504,403.95	2,116,819.25	2,537,978.99	2,601,722.72	2,164,662.71	2,128,817.18	2,043,220.00
Miscellaneous other deductions				15.29	28.38	31.10	3,075.70		
Total	1,365,227.57	1,623,734.74	1,819,689.67	2,324,728.13	2,705,393.70	2,772,695.26	2,370,559.75	2,331,218.79	2,240,235.82
Net corporate income for the year	1,152,128.96	415,094.15	206,097.02	251,508.98	10,963.78	D 341,873.68	123,163.02	988,729.00	760,336.25
Per cent on capital stock outstanding	7.35	2.65	1.31	1.60	.07	2.18	.79	1.66	1.28
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 660,855.80	3,542,077.33	31,971,441.25	1,821,921.96	2,039,463,26	2,030,661.32	1,671,377.95	1,680,928.65	467,997.77
Net corporate income for the year	1,152,128.96	415,094.15	206,097.02	251,508.98	10,963.78	D 341,873.68	123,163.02	988,729.00	760,336.25
Miscellaneous profit and loss items—net	3,050,804.17	14,069.77	D 2,355,616.31	D 33,967.68	D 19,765.72	706.40	D 15,440.54	D 219,369.08	
Total surplus	3,542,077.33	3,971,441.25	1,821,921.96	2,039,463.26	2,030,661.32	1,689,494.04	1,779,100.43	2,450,288.57	1,228,334.02
Dividends declared $10,000,000 preferred stock).	None.	None.	None.	None.	None.	None.	None.	200,000.00	400,000.00
Per cent of capital stock outstanding								2	4
Additions, betterments, and permanent improvements appropriations						18,116.09	96,171.78	324,020.55	140,922.58
Sinking and special reserve funds appropriations									
Total surplus appropriated						18,116.09	98,171.78	524,020.55	540,922.58
Unappropriated surplus carried over to the following year	3,542,077.33	3,971,441.25	1,821,921.96	2,039,463.26	2,030,661.32	1,671,377.95	1,680,928.65	1,926,268.02	687,411.44

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Western Maryland Ry. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	540.30	540.30	490.44	540.30	10.17	515.37	4.84		
2. Owned—miles of all main tracks	584.81	584.81	517.44	582.48	12.57	549.96	6.34		
3. Owned—miles of all tracks	837.90	850.93	693.24	813.69	17.38	753.46	11.20	3.99	5.61
4. Operated—miles of first main track	543.00	543.00	493.14	543.00	10.11	518.07	4.81		
5. Operated—miles of all main tracks	587.51	587.51	520.14	585.18	10.11	552.66	6.31		
6. Operated—miles of all tracks	840.60	853.63	695.94	816.39	17.31	756.16	11.70	3.98	5.59
B—TOTAL CAPITAL OBLIGATIONS	112,740,230.00	121,659,230.00	66,176,119.44	97,118,859.03	46.76	81,647,489.24	38.08	3.88	12.10
Per mile owned—first main track	208,662.28	225,169.77	134,932.14	179,749.88	33.22	158,424.99	31.71	3.88	12.10
Per mile owned—all main tracks	192,780.95	208,032.06	127,891.38	166,733,38	30.37	148,460.78	29.85	3.89	12.10
Per mile owned—all tracks	134,550.94	142,972.08	95,459.18	119,356.09	25.03	108,363.40	24.17	.10	6.15
Capital stock	59,429,230.00	59,429,230.00	16,685,400.00	41,931,698.00	16.73	28,808,549.00	106.29		
Increase over previous year			3,000,000.00	8,748,766.00	191.63	5,874,383.00			
Funded debt, including notes issued for capital obligations	53,311,000.00	62,230,000.00	50,490,719.44	55,187,161.03	9.32	52,838,940.24	.89	8.59	26.75
Increase over previous year	4,215,000.00	9,000,000.00	11,803,410.55	D 2,882,313.86	D 124.42	4,460,548.34	D 5.50	133.33	171.17
Ratio of capital stock to total capital obligations	52.71	48.85	23.70	43.18	82.19	35.28	49.40	3.74	10.72
C—PROPERTY INVESTMENT [1]	98,189,554.19	105,444,854.79	74,604,286.81	86,959,164.57	16.56	80,781,726.69	21.55	16.46	25.07
Per mile owned—first main track	181,731.54	195,159.82	152,117.05	160,946.08	5.80	156,745.11	15.94	16.46	25.07
Per mile owned—all main tracks	167,899.92	180,306.18	144,179.58	149,291.24	3.54	159,679.35	5.15	16.46	25.07
Per mile owned—all tracks	117,185.29	123,917.19	107,616.82	106,870.14	D .69	107,214.35	9.30	11.99	18.42
Additions to property investment account	10,054,970.93	7,255,300.60	12,324,217.38	1,436,835.00	D 88.34	6,880,526.18	46.14	410.22	268.16
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	7,262,053.86	7,650,509.71	4,176,103.58	6,647,735.45	59.19	5,411,919.51	34.19	1.82	7.27
Total operating expenses, including outside operations	4,898,845.00	5,801,277.10	2,515,134.72	4,165,085.63	65.64	3,340,110.17	46.67	17.99	39.72
Net operating revenue, including outside operations	2,363,208.86	1,849,232.61	1,660,968.86	2,482,649.82	49.47	2,071,809.34	14.06	D 20.70	D 37.95
Tax accruals	252,000.00	240,000.00	101,243.59	218,870.00	106.30	160,056.79	77.25	16.66	11.11
Operating income	2,111,208.86	1,609,232.61	1,559,725.27	2,263,779.82	45.14	1,911,752.55	10.43	D 23.62	D 41.78
Other income relating to operation									
Hire of equipment—Cr			56,815.59	9,806.83	D 82.74	33,311.21	D 100.00	D 100.00	D 100.00

Joint facilities—Cr.	5,064.20	2,818.13	2,565.73	6,306.64	145.80	4,436.19	14.16	D 25.09	D 58.31
Miscellaneous rents—Cr.	3,810.37	8,700.84	20,663.46	29,347.96	42.02	25,035.71	D 84.76	D 50.89	12.26
Total	8,874.57	11,527.97	80,044.78	45,461.43	D 43.20	62,753.11	D 85.86	D 86.04	D 81.86
Deductions from income relating to operation.									
Hire of equipment—Dr.	20,909.89	103,105.97		19,642.21	100.00	9,821.11	112.90	100.00	100.00
Joint facilities—Dr.	69,810.94	80,283.90	103,152.55	70,241.01	D 31.91	86,696.78	D 19.48	D 1.61	13.16
Miscellaneous rents—Dr.	2,177.22	2,166.27	2,020.15	2,177.22	7.78	2,098.69	3.74		D .50
Total	92 8 8.05	185,559.14	105,172.70	92,030.44	D 12.47	98,616.58	D 5.80	27.03	153.74
Net operating income	2,027,185.38	1,435,201.44	1,534,597.35	2,217,180.81	44.48	1,875,889.08	8.07	D 26.41	D 47.90
Per cent on property investment									
Other income	977,960.97	1,149,674.67	840,315.99	632,861.30	D 24.69	736,588.65	32.77	73.01	103.39
Total income	3,005,146.35	2,584,876.11	2,374,913.34	2,850,042.11	20.00	2,612,477.73	15.03	D 9.48	D 22.14
Other deductions									
Lease of roads	193,436.41	193,435.50	275,889.79	193,323.32	D 29.93	234,606.56	D 17.55	D 4.43	D 4.43
Interest deductions	2,153,009.94	2,541,458.02	1,691,856.24	2,218,286.51	31.11	1,955,071.37	10.12	1.14	19.38
Miscellaneous other deductions	12,515.20		8.74	3,124.40	356.48	1,566.57	698.89	100.00	
Total	2,358,961.55	2,734,893.52	1,967,754.77	2,414,734.23	22.71	2,191,244.50	7.65	1.19	17.31
Net corporate income for the year	648,184.80	D 150,017.41	407,158.57	435,307.88	69.13	421,233.23	53.40	D 34.64	D 115.17
Per cent on capital stock outstanding	1.09	.25	2.59	1.04	D 59.84	1.46	D 25.34	D 34.33	D 84.94
E—PROFIT AND LOSS ACCOUNT:									
Acumulated surplus brought forward from preceding year	687,411.44	841,358.85	2,142,809.60	1,307,675.43	D 38.97	1,725,242.51	D 60.15	D 59.10	D 49.95
Net corporate income for the year	646,184.80	D 150,017.41	407,158.57	435,307.88	6.91	421,233.23	53.40	D 34.64	D 115.71
Miscellaneous profit and loss items—net	D 50,456.08	D 1,158.72	131,144.85	D 56,911.86	D 143.39	37,116.49	D 235.93	77.00	99.47
Total surplus	1,283,140.16	690,182.72	2,681,113.02	1,686,071.45	D 27.11	2,183,592.23	D 41.24	D 47.63	D 71.83
Dividends declared $10,000,000 preferred stock	400,000.00	100,000.00		200,000.00	100.00	100,000.00	300.00	100.00	D 50.00
Per cent on capital stock outstanding	4	1		4	100.00	1	300.00	100.00	D 50.00
Additions, betterments, and permanent improvements appropriations	41,781.31			124,602.46	100.00	62,301.23	D 32.94	D 87.10	D 100.00
Sinking and special reserve funds appropriations									
Total surplus appropriated	441,781.31	100,000.00		324,602.46	100.00	162,301.23	D 32.94	D 87.10	D 80.92
Unappropriated surplus carried over to the following year	841,358.85	590,182.72	2,681,113.02	1,361,468.99	D 49.22	2,021,291.00	D 58.37	D 56.32	D 69.36

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

The Western Maryland Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS.)

[D denotes deficit, decrease, or debit.]

[Page 70.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$2,698,674.26	$2,496,198.76	$2,738,568.64	$3,606,086.74	$4,387,206.42	$4,570,318.94	$4,863,174.60	$5,912,641.97	$5,938,425.98
Passenger revenue	691,741.44	778,430.20	791,347.66	876,426.34	892,226.90	814,918.20	817,922.93	873,587.99	963,528.35
Mail revenue	41,475.44	42,192.20	43,418.03	45,476.66	45,536.52	43,702.34	45,645.36	50,153.27	50,060.50
Express revenue	46,265.27	47,035.60	56,051.04	62,232.34	75,334.79	73,724.80	82,008.05	86,057.43	93,830 41
Other transportation revenue	93,803.36	50,549.45	55,038.79	60,266.09	66,186.20	105,018.76	111,167.26	119,519.79	125,666.94
Revenue from operations other than transportation	17,699.77	22,556.81	21,688.54	14,583.99	16,219.67	40,594.68	32,777.55	39,896.65	29,321.36
Outside operations—revenues								50,296.39	42,562.90
Total operating revenue	3,589,659.54	3,436,963.02	3,706,112.70	4,665,072.16	5,482,710.50	5,648,277.72	5,952,695.75	7,132,153.49	7,243,496.44
Per mile operated—first main track	8,527.11	7,221.45	7,613.84	8,581.49	10,095.59	10,401.98	10,962.61	13,134.72	13,339.76
Per mile operated—all main tracks	8,118.28	6,937.05	7,192.14	8,169.15	9,506.71	9,710.12	10,233.45	12,139.62	12,329.14
Per mile operated—all tracks	6,109.54	5,284.14	5,382.18	6,101.16	6,953.17	7,076.09	7,457.49	8,822.23	8,687.22
B—EXPENSES:									
Maintenance of way and structures	483,393.92	433,817.31	479,879.91	497,477.60	609,025.23	626,796.12	689,865.30	759,774.29	857,880.19
Per mile operated—first main track	1,148.29	920.49	985.86	915.12	1,121.43	1,154.32	1,270.47	1,399.22	1,579.89
Per mile operated—all main tracks	1,093.23	875.60	931.26	871.15	1,056.01	1,077.54	1,185.97	1,293.21	1,460.20
Per mile operated—all tracks	822.73	666.97	696.90	650.62	772.36	785.24	861.26	939.81	1,028.87
Ratio to total operating revenue	13.47	12.62	12.95	10.66	11.11	11.10	11.59	10.65	11.84
Ratio to total operating expenses	23.19	21.09	21.69	17.75	17.84	17.48	18.61	18.30	19.13
Maintenance of equipment	450,801.92	449,686.74	446,251.03	595,370.98	720,588.33	900,778.08	856,945.59	874,203.35	856,038.21
Ratio to total operating revenue	12.56	13.09	12.04	12.76	13.14	15.95	14.40	12.26	11.81
Ratio to total operating expenses	21.63	21.86	20.13	21.24	21.10	25.11	23.13	21.06	19.10
Traffic expenses						81,363.38	86,278.82	106,231.50	109,702.42
Ratio to total operating revenue						1.44	1.45	1.49	1.51
Ratio to total operating expenses						2.27	2.33	2.56	2.45
Transportation expenses	1,021,595.24	1,046,439.60	1,187,641.23	1,569,112.90	1,934,995.35	1,830,973.49	1,925,332.66	2,205,959.39	2,457,000.17
Ratio to total operating revenue	28.46	30.44	32.05	33.64	35.29	32.42	32.34	30.93	33.92
Ratio to total operating expenses	49.01	50.88	53.57	55.98	56.67	51.05	51.95	53.13	54.82
General expenses	128,600.29	126,793.16	103,292.54	140,828.85	150,081.48	146,836.47	147,305.87	156,352.93	159,606.71
Ratio to total operating revenue	3.58	3.69	2.78	3.02	2.74	2.59	2.47	2.19	2.20
Ratio to total operating expenses	6.17	6.17	4.66	5.03	4.39	4.09	3.98	3.77	3.56
Outside operations—expenses								49,371.41	41,986.81

Total operating expenses	2,084,391.37	2,056,736.81	2,217,064.71	2,802,790.33	3,414,690.39	3,586,747.54	3,705,728.24	4,151,892.87	4,482,214.51
Ratio to total operating revenue	58.07	59.84	59.82	60.08	62.28	63.50	62.25	58.21	61.88
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0
C—TAXES:									
Per mile owned—first main track	185.06	170.26	198.01	193.32	275.08	348.60	366.46	399.78	444.20
Per mile owned—all main tracks	176.13	161.91	187.00	183.91	258.96	325.42	341.97	369.35	410.39
Per mile owned—all tracks	111.50	123.17	139.75	137.19	189.17	236.76	248.06	268.08	288.77
Ratio to total operating revenue	2.16	2.32	2.59	2.24	2.71	3.33	3.33	3.03	3.31
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	145,135.71	141,598.49	155,031.44	207,540.42	276,898.99	308,359.55	324,367.39	355,210.06	380,661.73
Cost per 100 pounds tractive power	6.46	5.18	5.65	4.98	5.83	6.39	5.91	6.33	6.85
Average cost per locomotive	1,179.97	1,141.92	1,260.42	1,374.46	1,730.62	1,951 64	1,874.95	2,053.24	2,213.15
Passenger-train cars	35,205.41	43,497.46	39,601.87	39,540.18	43,542.19	56,290.46	50,267.52	62,950.17	50,436.11
Average cost per passenger car	374.52	381.56	353.59	349.91	359.85	439.77	377.95	473.30	382.09
Freight-train cars	212,219.49	216,683.73	205,186.58	288,918.96	337,277.53	496,000.43	439,901.56	403,408.59	375,949.43
Average cost per freight car	56.31	58.51	55.73	49.85	55.17	82.87	69.17	58.01	56.14
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	145,135.71	141,598.49	155,031.44	207,540.42	276,898.99	269,357.84	286,720.39	342,886.74	360,276.23
Cost per 100 pounds tractive power	6.46	5.18	5.65	4.98	5.83	5.58	5.22	6.11	6.48
Average cost per locomotive	1,179.97	1,141.92	1,260.42	1,374.46	1,730.62	1,704.80	1,657.34	1,982.00	2,094.62
Passenger-train cars	35,205.41	43,497.46	39,601.87	39,540.18	43,542.19	42,530.18	36,507.24	59,106.15	44,182.35
Average cost per passenger car	374.52	381.56	353.59	349.91	359.85	332.27	274.49	444.41	334.71
Freight-train cars	212,219.49	216,683.73	205,186.58	288,918.96	337,277.53	359,447.40	343,705.17	334,873.53	308,624.41
Average cost per freight car	56.31	58.41	55.73	49.85	55.17	60.37	54.04	48.12	45.52
F—STATISTICS:									
Number of passengers carried 1 mile	36,476,185	39,731,601	40,590,304	45,715,348	47,221,988	42,506,492	45,663,802	51,414,048	54,665,061
Average rate per passenger per mile	.01896	.01959	.01949	.01917	.01889	.01917	.01791	.01699	.01763
Number of tons of revenue freight carried 1 mile	387,213,285	307,933,135	359,297,554	495,064,764	648,554,263	697,908,324	784,922,532	966,576,728	949,828,091
Average rate per ton per mile	.00697	.00811	.00762	.00728	.00676	.00655	.00620	.00612	.00625
Average revenue tons per car per mile	24.49	22.82	22.93	24.32	26.05	27.96	29.74	29.09	29.11
Average revenue tons per train per mile	341.90	320.52	328.91	354.49	371.13	408.98	425.06	448.78	455.33

SHRIVER EXHIBIT No. 1—Continued.

The Western Maryland Ry. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes deficit, decrease, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$6,001,112.59	$6,285,139.94	$3,185,346.96	$5,457,184.82	71.32	$4,321,240.88	38.87	1.50	6.30
Passenger revenue	942,553.35	996,690.95	806,034.51	882,522.16	9.49	844,278.34	11.64	7.89	14.09
Mail revenue	50,038.67	49,924.21	43,619.77	47,920.03	9.85	45,769.90	9.33	D .23	D .46
Express revenue	88,530.96	114,064.77	57,383.80	84,830.33	47.83	71,107.07	24.50	2.88	32.55
Other transportation revenue	129,745.20	146,136.48	65,168.78	118,223.59	81.41	91,696.18	41.49	8.56	22.27
Revenue from operations other than transportation	31,076.98	52,295.02	18,549.76	34,733.44	87.24	26,641.60	16.65	D 22.11	31.08
Outside operations—revenues	18,996.11	6,258.34	....	22,371.08	100.00	11,185.54	69.83	D 62.23	D 87.56
Total operating revenue	7,262,053.86	7,650,509.71	4,176,103.58	6,647,735.45	59.19	5,411,910.51	34.19	1.82	7.27
Per mile operated—first main track	13,373.95	14,080.34	8,407.80	12,242.60	45.61	10,325.25	29.53	1.60	7.27
Per mile operated—all main tracks	12,360.73	13,021.92	7,984.67	11,354.61	42.21	9,669.64	27.83	1.82	7.27
Per mile operated—all tracks	8,639.13	8,962.32	5,966.04	8,136.43	36.28	7,051.23	22.52	D 2.08	1.59
B—EXPENSES:									
Maintenance of way and structures	994,542.72	1,089,067.84	500,718.79	785,771.72	56.93	643,245.26	54.51	30.90	43.84
Per mile operated—first main track	1,831.57	2,005.65	1,018.24	1,447.09	42.12	1,232.66	48.59	30.90	43.34
Per mile operated—all main tracks	1,692.81	1,853.70	965.45	1,341.94	38.99	1,153.69	46.73	30.90	43.84
Per mile operated—all tracks	1,183.13	1,275.80	721.91	959.68	32.94	840.79	40.72	25.89	25.11
Ratio to total operating revenue	13.70	14.24	12.16	11.79	D 3.04	11.97	14.45	28.64	33.17
Ratio to total operating expenses	20.30	18.77	20.30	18.76	D 7.59	19.53	3.94	10.93	2.56
Maintenance of equipment	925,479.00	1,087,525.85	532,539.81	882,688.85	65.75	707,614.32	30.79	5.87	24.40
Ratio to total operating revenue	12.74	14.22	12.72	13.43	5.58	13.07	D 2.53	3.92	15.99
Ratio to total operating expenses	18.89	18.75	21.19	21.46	1.27	21.33	D 11.44	D 10.30	D 10.97
Traffic expenses	125,567.95	189,109.49	....	101,828.81	100.00	50,914.40	146.62	18.20	78.02
Ratio to total operating revenue	1.73	2.47	....	1.52	100.00	.76	127.63	16.11	65.77
Ratio to total operating expenses	2.56	3.26	....	2.43	100.00	1.22	109.83	....	27.84
Transportation expenses	2,662,848.12	3,270,016.38	1,351,956.86	2,216,422.77	63.94	1,784,189.82	49.25	20.71	48.24
Ratio to total operating revenue	36.67	42.74	31.98	33.25	4.07	32.61	12.45	18.66	38.18
Ratio to total operating expenses	54.36	56.36	53.22	53.06	D .30	53.14	2.30	2.32	6.79
General expenses	174,842.57	161,640.45	129,919.26	156,988.91	20.84	143,454.08	21.88	118.26	3.38
Ratio to total operating revenue	2.41	2.11	3.16	2.87	D 25.00	2.77	D 13.00	10.05	D 3.65
Ratio to total operating expenses	3.57	2.7	5.28	3.79	D 28.22	4.53	D 21.10	D 5.31	D 25.92
Outside operations—expenses	15,564.64	3,917.09	....	21,384.57	100.00	10,692.29	45.57	68.47	D 92.07
Total operating expenses	4,898,845.00	5,801,277 10	2,515,134 72	4,165,085.63	65.60	3,340,110.17	46.67	D 22.02	39.72
Ratio to total operating revenue	67.46	75.73	60.02	62.66	4.39	61.34	9.98	15.89	30.27
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—Taxes:									
Per mile owned—first main track	466.41	441.99	204.34	405.09	98.24	304.72	53.06	16.67	10.56
Per mile owned—all main tracks	430.91	408.50	193.58	375.61	91.03	284.50	51.42	16.67	10.60
Per mile owned—all tracks	300.75	281.15	140.15	268.18	91.57	204.32	47.20	12.19	4.98
Ratio to total operating revenue	3.47	3.14	2.40	3.29	37.08	2.85	21.75	14.52	3.63
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	455,723.46	565,159.50	185,241.01	364,864.44	96.97	275,052.72	65.68	28.30	59.11
Cost per 100 pounds tractive power	5.72	6.78	5.62	6.24	11.73	5.98	D 3.54	D 9.64	7.11
Average cost per locomotive	2,100.11	2,364.68	1,337.48	2,038.62	52.42	1,688.06	24.41	2.28	15.17
Passenger-train cars	68,218.53	63,326.14	40,277.42	57,632.56	43.09	48,954.99	39.35	8.37	.60
Average cost per passenger car	442.98	366.05	363.04	423.22	16.28	393.58	12.65	D 6.41	D 22.66
Freight-train cars	342,000.63	390,899.13	252,057.26	411,452.13	63.24	331,754.69	3.09	D 15.22	D 3.10
Average cost per freight car	42.56	41 83	55 09	61.75	12.08	58.42	D 27.15	D 26.62	D 29.61
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	427,039.80	536,543.91	185,241.01	337,256.20	82.06	261,248.60	63.46	24.54	56.48
Cost per 100 pounds tractive power	5.36	6.44	5.62	5.75	2.31	5.68	D 5.63	D 12.27	5.56
Average cost per locomotive	1,967.92	2,244.95	1,337.48	1,881.34	40.66	1,609.41	22.09	D.71	13.27
Passenger-train cars	58,730.71	54,008.02	40,277.42	48,211.33	19.70	44,244.37	32.74	D .64	D 8.47
Average cost per passenger car	381.37	312.71	363.94	353.45	D 2.88	358.70	6.32	D 14.18	D 29.63
Freight-train cars	270,537.39	260,594.67	252,057.26	323,437.58	28.32	287,747.42	D 5.98	D 19.21	D 24.18
Average cost per freight car	33.67	27.89	55.09	48.34	D 2.88	51.72	D 34.90	D 93.01	D 42.04
F—Statistics:									
Number of passengers carried 1 mile	53,235,842	55,201.433	41,047,085	49,497,049	18.00	45,722,067	16.44	35.43	7.87
Average rate per passenger per mile	.01771	.01806	.01922	.01788	D 7.49	.01855	D 4.52	4.24	9.18
Number of tons of revenue freight carried 1 mile	1,006,731,817	1,083,106,832	439,612,600	881,193,498	51.01	660,403,049	52.44	4.15	12.06
Average rate per ton per mile	.00596	.00580	.00735	.00621	D 6.97	.00678	D 12.09	D 2.61	D 5.23
Average revenue tons per car per mile	30.52	31.17	24.12	29.28	21.39	26.70	14.31	4.92	7.11
Average revenue tons per train per mile	496.99	530.08	275.01	447.03	62.55	361.02	38.46	10.74	18.12

SHRIVER EXHIBIT No. 1—Continued.

Wheeling & Lake Erie R. R. Co.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease, deficit, or debit.]

[Page 71.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	473.13	488.25	498.16	498.16	498.16	498.16	498.16	513.26	508.14
2. Owned—miles of all main tracks	477.05	492.17	502.08	502.08	502.08	502.08	502.08	522.25	517.45
3. Owned—miles of all tracks	702.44	733.66	750.24	788.30	820.60	823.74	836.15	854.51	857.79
4. Operated—miles of first main track	473.13	488.25	498.16	498.16	498.16	498.16	498.16	518.86	514.06
5. Operated—miles of all main tracks	477.05	492.17	502.08	502.08	502.08	502.08	502.08	527.85	523.05
6. Operated—miles of all tracks	702.44	733.66	750.24	788.30	820.60	823.74	836.15	860.11	863.39
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	115,739.17	113,865.48	115,381.19	129,822.70	129,122.12	128,574.96	134,495.44	131,382.24	132,612.56
Per mile owned—all main tracks	114,788.12	112,958.57	114,480.34	128,809.10	128,114.00	127,571.14	133,445.36	129,120.63	130,226.59
Per mile owned—all tracks	77,956.37	75,777.37	76,546.56	82,040.44	78,385.91	77,756.21	80,129.46	78,914.52	78,557.40
Capital stock	36,980,400	36,980,400	36,980,400	36,980,400	36,980,400	36,980,400	36,980,400	36,980,400	36,980,400
Increase over previous year	....	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	17,779,273.56	18,614,423.42	20,497,894.00	27,692,075.00	27,343,075.00	27,070,500.00	30,019,850.00	30,452,850.00	30,405,350.00
Increase over previous year	1,492,452.24	835,149.86	1,883,470.58	7,194,181.00	....	....	2,949,350.00	433,000.00	....
Ratio of capital stock to total capital obligations, per cent	67.53	66.52	64.34	57.18	57.49	57.74	55.19	54.84	54.88
C—PROPERTY INVESTMENT: [1]									
Per mile owned—first main track	109,190.86	107,063.62	106,041.53	115,270.52	120,112.09	124,263.46	126,359.72	130,370.99	133,695.33
Per mile owned—all main tracks	108,293.62	106,210.89	105,213.61	114,370.55	119,174.31	123,293.27	125,373.16	128,126.79	131,289.88
Per mile owned—all tracks	73,545.74	71,250.73	70,411.67	72,844.30	72,916.21	75,148.82	75,282.37	78,307.12	79,198.81
Additions to property investment account	892,035.88	612,340.10	551,835.79	4,597,516.36	2,411,876.06	2,068,043.65	1,044,272.22	3,966,859.40	1,021,730.06
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	4,136,661.28	4,195,481.43	4,548,528.65	5,318,801.34	6,134,616.81	5,412,854.79	5,647,866.84	6,966,881.49	6,824,003.75
Total operating expenses, including outside operations	3,226,656.98	3,268,958.73	3,619,256.83	3,956,865.92	4,385,855.80	4,339,208.02	4,214,037.57	4,791,564.06	4,767,854.98
Net operating revenue, including outside operations	910,004.30	926,522.70	929,271.82	1,361,935.42	1,748,761.01	1,073,646.77	1,433,829.27	2,175,317.43	2,056,148.76
Tax accruals	154,253.94	157,045.11	183,231.14	187,598.94	226,916.64	252,043.33	260,836.45	261,504.35	248,007.07

Operating income	755,750.36	769,477.59	746,040.68	1,174,336.48	1,521,844.37	821,603.44	1,173,492.82	1,913,813.08	1,808,141.69
Other income relating to operation									
Hire of equipment—Cr	94,007.17	124,536.12	41,877.82	213,475.51	264,008.61	136,843.77			
Joint facilities—Cr							313.51	418.46	1,172.36
Miscellaneous rents—Cr	4,102.42	5,264.44	5,200.07					98.73	7,843.83
Total	853,859.95	899,278.15	793,118.57	1,387,811.99	1,785,852.98	958,447.21	1,173,806.33	1,914,330.27	1,817,157.88
Deductions from income relating to operation									
Hire of equipment—Dr	4,535.56						59,566.49	55,485.85	64,752.11
Joint facilities—Dr	1,869.61	6,340.63	19,878.29	18,765.29	13,932.74	19,781.46	27,679.77	87,091.49	62,847.49
Miscellaneous rents—Dr						9,100.47	8,515.19	6,178.69	5,704.26
Total	6,405.17	6,340.63	19,878.29	18,765.29	13,932.74	28,881.93	95,761.45	148,756.03	133,303.86
Net operating income	847,454.78	892,937.52	773,240.28	1,369,046.70	1,771,920.24	929,565.28	1,078,044.88	1,765,574.24	1,683,854.02
Per cent on property investment	1.64	1.71	1.46	2.38	2.96	1.50	1.71	2.64	2.49
Other income	5,900.69	70,198.30			120,430.85	8,832.51	32,979.81	86,847.34	26,950.55
Total income	853,355.47	963,135.82	773,240.28	1,369,046.70	1,892,351.09	938,397.79	1,111,024.69	1,852,421.58	1,710,804.57
Other deductions									
Lease of roads	99,489.22	109,212.39	119,008.12	115,913.66	125,368.80	1,904.92	1,423.47		
Interest deductions	735,285.01	790,269.23	847,592.40	1,160,838.71	1,240,050.42	1,217,700.28	974,052.59	1,069,970.75	1,062.843.58
Miscellaneous other deductions, leased equipment, and equipment obligations paid					194,703.32	362,340.00	420,036.88	245,000.00	275,000.00
Total	834,774.23	899,481.62	966,600.52	1,276,752.37	1,560,122.54	1,581,945.20	1,395,512.94	1,314,970.75	1,337,843.58
Net corporate income for the year	18,581.24	63,654.20	[3] 193,360.24	92,294.33	332,228.55	[3] 643,547.41	[3] 284,488.25	537,450.83	372,960.99
Per cent on capital stock outstanding	.05	.17		.25	.90			1.45	1.01
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	425,626.76	444,208.00	507,862.20	314,501.96	406,796.29	739,024.84	54,031.46	[3] 364,413.53	24,379.13
Net corporate income for the year	18,581.24	63,654.20	[3] 193,360.24	92,294.33	332,228.55	[3] 643,547.41	[3] 284,488.25	537,450.83	372,960.99
Miscellaneous profit and loss items—net						39,620.69	[3] 68,412.90		402.78
Total surplus	444,208.00	507,862.20	314,501.96	406,796.29	739,024.84	135,098.12	[3] 298,869.69	173,037.30	397,742.90
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations						81,006.66	65,603.84	148,658.17	595,480.00
Sinking and special reserve funds appropriations									
Total surplus appropriated						81,006.66	65,603.84	148,658.17	559,480.00
Unappropriated surplus carried over to the following year	444,208.00	507,862.20	314,501.96	406,796.29	739,024.84	54,031.46	[3] 364,413.53	24,379.13	[3] 197,737.10

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Debit or deficit.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 1—Continued.

Wheeling & Lake Erie R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	511.53	511.53	491.17	505.85	2.99	498.51	2.61	D 0.34	D 0.34
2. Owned—miles of all main tracks	521.17	521.17	495.09	513.01	3.62	504.05	3.40	D 0.21	D 0.21
3. Owned—miles of all tracks	920.49	924.01	759.05	858.54	13.11	808.79	13.81	7.72	8.13
4. Operated—miles of first main track	517.13	517.13	491.17	509.27	3.69	500.22	3.38	D 0.33	D 0.33
5. Operated—miles of all main tracks	526.77	526.77	495.09	516.36	4.30	505.73	4.16	D 0.20	D 0.20
6. Operated—miles of all tracks	926.09	929.61	759.05	861.91	13.55	810.47	14.25	7.67	8.08
B—TOTAL CAPITAL OBLIGATIONS:									
Per mile owned—first main track	131,295.82	135,647.46	120,865.99	131,672.20	8.94	126,348.64	3.92	D 0.07	3.25
Per mile owned—all main tracks	128,867.25	133,138.42	119,909.00	129,834.47	8.28	124,959.95	3.13	D 0.20	3.11
Per mile owned—all tracks	72,963.04	75,094.15	78,210.59	77,580.99	D 0.81	77,876.91	D 6.31	D 7.54	D 4.84
Capital stock	36,980,400	36,980,400	36,980,400	36,980,400	....	36,980,400	....	....	....
Increase over previous year	....	....	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	30,181,350.00	32,407,350.00	22,385,348.19	29,625,980.00	32.35	26,005,664.10	16.06	D 0.89	6.42
Increase over previous year	....	2,226,000.00	....	7,240,631.81	....	....	....	....	....
Ratio of capital stock to total capital obligations, per cent	55.06	53.29	62.29	55.52	....	58.71	....	....	....
C—PROPERTY INVESTMENT:[1]									
Per mile owned—first main track	134,721.75	137,307.37	111,578.13	129,925.80	16.44	120,887.03	11.44	3.34	5.82
Per mile owned—all main tracks	132,229.82	134,767.62	110,694.68	128,112.44	15.73	119,558.37	10.60	3.20	5.18
Per mile owned—all tracks	74,866.88	76,013.08	72,200.55	76,552.01	6.03	74,510.56	0.48	D 4.39	D 2.93
Additions to property investment account	978,269.94	2,113,576.11	1,813,120.84	1,815,835.05	0.15	1,814,477.95	46.09	D 75.34	D 46.72
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	7,532,482.51	7,863,676.29	4,866,817.90	6,476,817.87	33.08	5,671,817.89	32.81	8.12	12.87
Total operating expenses, including outside operations	5,071,445.55	5,923,770.51	3,691,518.85	4,636,822.03	25.60	4,164,170.44	21.79	5.84	23.63
Net operating revenue, including outside operations	2,461,036.96	1,939,905.78	1,175,299.05	1,839,995.84	56.56	1,507,647.45	63.24	13.13	D 10.82
Tax accruals	367,225.06	362,425.97	181,809.15	277,823.26	52.81	229,816.20	59.79	40.43	38.59
Operating income	2,093,811.90	1,577,479.81	993,489.90	1,562,172.59	57.24	1,277,831.25	63.86	9.41	D 17.57
Other income relating to operation	....	....	....	....	....	....	....	....	....

Hire of equipment—Cr.			147,581.05	27,368.75	D 81.46	87,474.90			
Joint facilities—Cr.	234.95	308.44		427.86		213.93	9.83	D 43.85	D 26.29
Miscellaneous rents—Cr.	7,418.06	172.00	2,913.38	3,072.12	5.45	2,992.75	147.87		74.21
Total	2,101,464.91	1,577,960.25	1,143,984.33	1,593,041.32	39.25	1,368,512.83	53.56	9.78	D 17.57
Deductions from income relating to operation									
Hire of equipment—Dr.	268,353.18	325,927.57	907.11	89,631.52		45,260.32			
Joint facilities—Dr.	87,038.12	77,758.23	12,157.31	56,887.67		34,522.49	152.12	D 0.06	D 10.72
Miscellaneous rents—Dr.	3,894.05	6,293.49		6,678.53		3,339.27	16.61	D 36.98	1.86
Total	359,285.35	409,979.29	13,064.42	153,197.72		83,131.08		141.53	175.61
Net operating income	1,742,179.56	1,167,980.96	1,130,919.91	1,439,843.60	27.32	1,285,381.75	35.54	D 1.33	D 33.85
Per cent on property investment	2.53	1.66	2.06	2.19		2.13			
Other income	17,412.58	31,101.55	39,305.97	34,604.56	D 11.96	36,955.26	D 52.81	D 79.95	D 64.19
Total income	1,759,592.14	1,199,082.51	1,170,225.88	1,474,448.16	25.99	1,322,337.01	33.06	D 5.01	D 35.27
Other deductions									
Lease of roads			113,798.44	665.68		57,232.06			
Interest deductions	1,041,474.90	1,091,905.38	954,807.15	1,073,208.42	12.40	1,014,007.79	2.71	D 2.66	2.05
Miscellaneous other deductions, leased equipment, and equipment obligations paid	224,000.00	224,000.00	38,940.66	305,275.37		172,108.02	30.15	D 8.57	D 8.57
Total	1,265,474.90	1,315,905.38	1,107,546.25	1,379,149.47	24.52	1,243,347.87	1.78	D 3.76	0.07
Net corporate income for the year	494,117.24	[3] 116,822.87	62,679.63	95,298.69	52.04	78,989.14		D 8.06	
Per cent on capital stock outstanding	1.34		.17	.26		.21			
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	[3] 197,732.10	[3] 239,878.21	419,799.04	51,056.96		235,428.00			
Net corporate income for the year	494,117.24	[3] 116,822.87	62,679.63	95,298.68	52.04	78,989.14		D 8.06	
Miscellaneous profit and loss items—net	718.75	[3] 152,224.13		[3] 5,534.13		[3] 2,767.07			
Total surplus	297,098.89	[3] 508,925.21	482,478.67	140,821.51	D 70.81	311,650.08	D 4.67	71.70	
Dividends declared									
Per cent on capital stock outstanding									
Additions, betterments, and permanent improvements appropriations	536,977.10	765,170.34		285,545.15		142,772.58	276.11	261.22	
Sinking and special reserve funds appropriations									
Total surplus appropriated	536,977.10	765,170.34		285,545.15		142,772.58	276.11	D 261.22	
Unappropriated surplus carried over to the following year	[3] 239,878.21	[3] 1,274,095.55	482,478.67	[3] 144,723.64		168,877.50			

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Debit or deficit.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT NO. 1—Continued.

Wheeling & Lake Erie R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 72.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$3,518,766.53	$3,535,879.49	$3,812,460.79	$4,639,852.10	$5,440,727.46	$4,455,438.81	$4,804,421.95	$5,928,569.55	$5,755,116.32
Passenger revenue	461,997.07	487,708.61	528,603.98	466,748.06	464,735.64	490,688.47	497,714.13	565,944.51	607,835.96
Mail revenue	34,322.49	34,418.91	34,367.89	34,410.06	33,715.84	33,064.13	33,187.39	33,259.41	33,454.83
Express revenue	33,844.03	43,426.24	78,228.97	64,635.90	65,231.32	61,742.90	52,966.48	54,430.56	65,356.65
Other transportation revenue	9,051.07	6,039.88	5,806.10	36,627.92	44,317.17	188,466.54	139,109.91	264,799.35	270,585.52
Revenue from operations other than transportation	78,680.09	88,008.30	89,060.92	76,527.30	85,889.38	167,600.39 15,853.55	56,245.13 14,221.85	103,433.27 16,444.84	68,357.79 23,296.68
Total operating revenue, including outside operations	4,136,661.28	4,195,481.43	4,548,528.65	5,318,801.34	6,134,616.81	5,412,854.79	5,647,866.84	6,966,881.49	6,824,003.75
Per mile operated—first main track	8,743.17	8,592.89	9,130.66	10,676.89	12,314.55	10,865.71	11,337.45	13,427.30	13,274.72
Per mile operated—all main tracks	8,671.33	8,524.46	9,059.37	10,593.53	12,218.41	10,780.86	11,248.94	13,198.60	13,046.56
Per mile operated—all tracks	5,888.99	5,718.56	6,062.76	6,747.19	7,475.77	6,571.07	6,754.61	8,099.99	7,903.73
B—EXPENSES:									
Maintenance of way and structures	799,820.15	687,119.03	732,227.97	792,542.82	728,469.13	667,479.49	617,956.55	766,713.62	747,538.00
Per mile operated—first main track	1,690.49	1,407.31	1,469.87	1,590.94	1,462.32	1,339.89	1,240.47	1,477.69	1,454.19
Per mile operated—all main tracks	1,676.60	1,396.10	1,458.39	1,578.52	1,450.90	1,329.43	1,230.79	1,452.52	1,429.19
Per mile operated—all tracks	1,138.63	936.56	975.99	1,005.38	887.73	810.30	739.05	891.41	865.82
Ratio to total operating revenue.....per cent	19.34	16.38	16.10	14.90	11.86	12.33	10.94	11.01	10.95
Ratio to total operating expenses........do	24.79	21.02	20.23	20.03	16.61	15.38	14.66	16.00	15.68
Maintenance of equipment	668,983.93	717,458.95	763,898.88	871,930.47	1,041,571.69	1,172,205.38	1,380,977.67	1,389,684.61	1,328,109.66
Ratio to total operating revenue.....per cent	16.17	17.11	16.80	16.39	16.98	21.65	24.45	19.95	19.46
Ratio to total operating expenses........do	20.73	21.69	21.11	22.04	23.75	27.01	32.77	29.00	27.86
Traffic expenses	....	....	....	....	....	79,757.51	74,230.66	85,647.82	96,135.64
Ratio to total operating revenue.....per cent	....	....	....	....	....	1.47	1.31	1.23	1.41
Ratio to total operating expenses........do	....	....	....	....	....	1.84	1.76	1.79	2.02
Transportation expenses	1,655,658.96	1,744,369.73	1,995,240.98	2,146,512.54	2,458,294.68	2,249,368.10	1,947,807.09	2,366,947.04	2,406,281.90
Ratio to total operating revenue.....per cent	40.02	41.57	43.88	40.36	40.09	41.56	34.45	33.97	35.26
Ratio to total operating expenses........do	51.31	53.36	55.13	54.25	56.05	51.84	46.22	49.40	50.47
General expenses	102,193.94	120,011.02	127,889.00	145,880.09	157,520.30	152,883.68	179,745.87	167,060.90	166,201.51
Ratio to total operating revenue.....per cent	2.47	2.86	2.79	2.74	2.56	2.82	3.18	2.40	2.44
Ratio to total operating expenses........do	3.17	3.67	3.53	3.68	3.59	3.52 17,513.86	4.24 13,319.73	3.49 15,510.07	3.47 23,588.27

Total operating expenses, including outside operations	3,226,656.98	3,268,958.73	3,619,256.83	3,956,865.92	4,385,855.80	4,339,208.02	4,214,037.57	4,791,564.06	4,767,854.98
Ratio to total operating revenue.....per cent..	78.00	77.92	79.57	74.39	71.49	80.18	74.56	68.78	69.87
Ratio to total operating expenses........do....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES:									
Per mile owned—first main track	326.24	321.65	367.82	376.58	455.51	505.95	522.59	509.50	488.07
Per mile owned—all main tracks	323.35	319.09	364.94	373.64	451.95	502.00	518.51	500.72	479.48
Per mile owned—all track	219.59	214.17	244.23	237.98	276.52	305.97	311.38	306.03	289.12
Ratio to total operating revenue.......per cent..	3.78	3.74	4.03	3.53	3.70	4.66	4.61	3.75	3.63
D—REPAIRS, RENEWALS, OND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	287,261.31	305,787.90	345,687.47	330,055.44	413,374.84	499,651.44	539,625.70	572,837.63	605,087.21
Cost per 100 pounds tractive power	9.28	9.89	11.17	6.13	5.96	7.21	8.80	10.91	11.45
Average cost per locomotive	1,967.61	2,094.44	2,367.72	1,594.47	1,694.16	2,047.75	2,398.33	2,893.12	3,055.99
Passenger-train cars	38,813.09	49,037.46	47,698.87	56,585.62	33,462.77	36,550.30	71,341.30	59,632.03	54,623.44
Average per passenger car	693.09	721.14	611.52	734.88	434.58	480.92	938.70	784.63	709.39
Freight-train cars	251,788.84	272,081.75	279,869.16	367,435.40	482,980.79	560,362.10	645,940.85	624,865.22	529,400.34
Average cost per freight car	24.72	28.01	26.05	30.62	34.86	39.79	53.88	52.92	47.26
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation).									
Steam locomotives	287,261.31	305,787.90	345,687.47	330,055.44	413,374.84	473,626.32	515,770.30	548,661.87	579,151.28
Cost per 100 pounds tractive power	9.28	9.89	11.17	6.13	5.96	6.83	8.42	10.45	10.95
Average cost per locomotive	1,967.61	2,094.44	2,367.72	1,594.47	1,694.16	1,941.09	2,293.20	2,771.02	2,925.00
Passenger-train cars	38,813.09	49,037.46	47,698.87	56,585.62	33,462.77	26,956.54	63,448.54	51,739.27	46,730.68
Average cost per passenger car	693.09	721.14	611.52	734.88	434.58	354.69	834.85	680.78	606.89
Freight-train cars	251,788.84	272,081.75	279,869.16	367,435.40	482,980.79	450,949.26	542,809.61	521,773.98	427,042.94
Average cost per freight car	24.72	28.01	26.05	30.62	34.86	32.02	45.99	44.19	38.12
F—STATISTICS:									
Number of passengers carried 1 mile	20,832,893	21,518,349	28,027,623	26,206,472	27,643,746	30,643,746	30,442,152	37,681,041	39,219,243
Average rate per passenger per mile.......cents..	2.218	2.266	1.886	1.781	1.663	1.601	1.635	1.502	1.550
Number of tons of revenue freight carried 1 mile.	667,565,375	634,818,004	757,775,089	969,103,662	1,130,880,732	933,018,545	889,916,252	1,100,045,300	1,059,785,592
Average rate per ton per mile............cents..	.527	.549	.503	.479	.481	.478	.540	.539	.543
Average revenue tons per car per mile	23.00	23.59	24.94	27.59	31.39	29.87	29.10	30.17	29.96
Average revenue tons per train per mile	426.00	406.72	422.48	537.65	604.94	574.43	589.02	610.48	639.95

SHRIVER EXHIBIT No. 1—Continued.

Wheeling & Lake Erie R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$6,434,093.50	$6,767,830.02	$4,189,537.27	$5,475,528.03	30.69	$4,832,532.65	33.14	8.53	14.15
Passenger revenue	603,763.30	624,375.68	481,958.67	553,189.27	14.78	517,573.97	16.65	6.68	10.32
Mail revenue	33,541.04	33,492.00	34,247.04	33,301.36	D 2.76	33,774.20	D .69	.85	.70
Express revenue	71,486.66	62,425.02	57,073.29	61,196.65	7.22	59,134.97	20.88	31.33	14.69
Other transportation revenue	285,546.11	288,957.97	20,368.43	239,701.48	1,076.83	130,034.96	119.59	7.84	9.12
Revenue from operations other than transportation	69,715.93 34,335.97	54,867.37 31,728.23	83,633.20	93,070.50 20,830.58	11.28	88,351.85 10,817.89	D 21.09	D 32.60	D 46.95
Total operating revenue, including outside operations	7,532,482.51	7,863,676.29	4,866,817.90	6,476,817.87	33.08	5,671,817.89	32.81	8.12	12.87
Per mile operated—first main track	14,565.94	15,206.38	9,908.62	12,717.96	28.35	11,338.64	28.46	8.48	13.25
Per mile operated—all main tracks	14,299.38	14,928.12	9,830.16	12,543.22	27.60	11,215.11	27.51	8.34	13.10
Per mile operated—all tracks	8,133.63	8,459.11	6,411.72	7,514.49	17.20	6,998.21	16.23	.42	4.43
B—EXPENSES:									
Maintenance of way and structures	871,514.80	1,285,931.41	748,035.82	734,240.49	D 1.99	741,138.15	17.59	13.67	67.72
Per mile operated—first main track	1,685.29	2,486.67	1,522 97	1,441.75	D 5.33	1,481.60	13.74	14.06	68.28
Per mile operated—all main tracks	1,654.45	2,441.16	1,510.91	1,421.95	D 5.82	1,465.40	12.90	13.90	68.06
Per mile operated—all tracks	941.07	1,383.30	985.49	851.87	D 13.55	914.34	2.92	5.56	55.18
Ratio to total operating revenue.....per cent	11.57	16.35	15.37	11.34		13.07			
Ratio to total operating expenses.....do	17.18	21.71	20.26	15.83		17.80			
Maintenance of equipment	1,402,075.60	1,657,174.23	812,768.78	1,334,610.58	64.20	1,073,689.68	30.59	.89	19.25
Ratio to total operating revenue.....per cent	18.61	21.07	16.70	20.61		18.93			
Ratio to total operating expenses.....do	27.65	27.97	22.02	28.78		25.78			
Traffic expenses	90,314.79	98,304.48		85,217.28		42,608.64		5.45	14.78
Ratio to total operating revenue.....per cent	1.20	1.25		1.33		.75			
Ratio to total operating expenses.....do	1.78	1.66		1.83		1.02			
Transportation expenses	2,485,883.66	2,609,472.59	2,000,015.38	2,291,257.56	14.56	2,145,636.47	15.86	5.02	10.24
Ratio to total operating revenue.....per cent	33.00	33.18	41.10	35.38		37.83			
Ratio to total operating expenses.....do	49.02	44.05	54.18	49.41		51.52			
General expenses	188,546.26	239,756.43	130,698.87	170,887.65	30.75	150,793.26	25.03	12.86	43.5
Ratio to total operating revenue.....per cent	2.50	3.05	2.69	2.64		2.66			
Ratio to total operating expenses.....do	3.72 33,110.44	4.05 33,131.37	3.54	3.69 20,608.47		3.62 10,304.24			

Total operating expenses, including outside operations	5,071,445.55	5,923,770.51	3,691,518.85	4,636,822.03	25.60	4,164,170.44	21.78	5.84	23.63
Ratio to total operating revenue.....per cent..	67.33	75.33	75.86	71.59	....	73.41	....	....	....
Ratio to total operating expenses.......do..	100.00	100.00	100.00	100.00	....	100.00	....	....	....
C—Taxes:									
Per mile owned—first main track	717.89	708.51	370.15	549.22	48.38	461.01	55.72	40.90	39.06
Per mile owned—all main tracks	704.61	695.41	367.22	541.55	47.48	455.94	54.52	40.72	38.88
Per mile owned—all tracks	399.05	392.23	239.52	323.60	35.10	284.15	40.44	30.39	28.16
Ratio to total operating revenue.......per cent..	4.88	4.61	3.73	4.29	....	4.05	....	....	....
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	565,047.52	549,334.05	336,433.39	556,449.90	65.39	446,441.65	26.54	D 1.36	D 4.10
Cost per 100 pounds tractive power	10.91	10.73	7.79	9.67	24.13	8.86	23.14	....	D 1.65
Average cost per locomotive	2,942.95	2,906.53	1,890.08	2,637.20	39.53	2,289.44	28.55	1.72	.46
Passenger-train cars	54,291.21	60,634.89	45,119.56	55,287.66	22.58	50,203.61	8.14	D 8.95	1.68
Average cost per passenger car	714.36	787.46	635.49	727.47	14.47	678.43	5.29	D 8.95	.36
Freight-train cars	637,529.97	866,803.57	330,831.19	599,619.70	81.25	465,225.44	37.04	2.03	38.72
Average cost per freight car	59.36	83.84	29.28	50.09	71.07	39.98	48.47	12.17	58.43
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	529,250.33	518,437.56	336,433.39	529,292.02	57.32	432,862.71	22.27	D 3.54	D 5.51
Cost per 100 pounds tractive power	10.22	10.12	7.79	9.20	18.10	8.58	19.11	D 2.20	D 3.16
Average cost per locomotive	2,756.51	2,743.05	1,890.08	2,508.49	32.72	2,219.81	24.18	D .52	D 1.01
Passenger-train cars	45,085.29	52,742.13	45,119.56	46,792.06	3.71	45,955.81	D 1.90	D 12.86	1.93
Average cost per passenger car	593.22	684.96	635.49	615.69	D 3.11	621.02	D 4.47	D 12.86	.61
Freight-train cars	508,082.93	690,992.59	330,831.19	490,123.74	48.15	410,477.46	23.78	D 2.61	32.44
Average cost per freight car	47.16	66.84	29.28	40.94	39.82	35.28	33.67	6.72	51.26
F—Statistics:									
Number of passengers carried 1 mile	40,004,638	41,859,992	24,845,817	35,598,164	43.28	30,221,990	32.37	6.17	11.09
Average rate per passenger per mile.......cents..	1.509	1.491	1.940	1.554	D 19.90	1.712	D 11.86	.46	D .73
Number of tons of revenue freight carried 1 mile.	1,175,463,368	1,255,097,127	833,846,764	1,031,645,811	23.72	932,746,288	26.02	6.85	14.09
Average rate per ton per mile...........cents..	.547	.539	.502	.531	5.78	.518	5.60	1.47	....
Average revenue tons per car per mile	31.57	32.64	26.10	30.13	15.44	28.12	12.27	4.64	8.19
Average revenue tons per train per mile	702.21	749.62	479.56	623.22	29.96	551.39	27.35	15.03	22.79

SHRIVER EXHIBIT No. 2.

Summary of 10-year statement.

ANN ARBOR R. R. CO.

[D denotes decrease, deficit, or debit.]

[Page 1.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$15,227,036	$14,476,795	$16,041,829	10.81	$17,279,412	13.47	19.36	7.71
Net operating income	403,428	463,259	325,749	D 29.68	523,399	29.73	12.98	60.67
Per cent on property investment	2.65	3.20	2.03	D 36.56	3.03	14.35	D 5.31	....
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	14,868,011	14,250,000	14,994,108	5.22	17,098,000	14.99	19.99	14.03
Net corporate income (plus interest on funded debt)	471,990	467,375	392,527	16.01	517,066	9.55	10.63	31.72
Per cent on capital obligations	3.17	3.28	2.62	D 20.12	3.02	D 4.73	D 7.93	....
Ratio of net corporate income to capital stock:								
Total capital stock	7,250,000	7,250,000	7,250,000	....	7,250,000	....	....	....
Net corporate income	175,969	187,375	84,295	D 55.01	155,343	D 11.72	D 17.10	84.28
Per cent on capital stock	2.43	2.58	1.16	D 55.03	2.14	....	D 17.05	84.48
Dividends:								
Dividends	....	....	....	....	....	....	....	....
Per cent on capital stock	....	....	....	....	....	....	....	....
Interest and dividends:								
Interest and dividends	296,021	280,000	308,232	10.08	361,723	22.19	29.19	17.35
Per cent on capital obligations	1.99	1.96	2.06	5.10	2.12	....	8.16	....
Margin of net corporate income over dividends:								
Amount of margin	175,969	187,375	84,295	D 55.01	155,343	D 11.72	D 17.10	84.28
Per cent on capital obligations	1.18	1.31	.56	D 57.25	.91	....	D 30.53	....
Per cent on total operating revenue	8.59	9.20	4.16	D 54.78	6.80	....	D 56.09	....
Distribution of capital obligations:								
Stocks .... per cent	48.76	50.88	48.35	D 4.97	42.40	....	D 16.67	D 12.31
Bonds .... per cent	51.71	49.12	51.65	5.15	57.60	....	17.28	....
Funded debt	7,688,011	7,000,000	7,744,108	10.63	9,848,000	28.09	40.69	27.17

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	52,165	49,596	54,957	10.81	50,196	13.47	19.36	7.71
Property investment per mile owned—all tracks	38,445	37,270	39,204	5.19	43,322	12.68	16.24	10.50
Capital obligations per mile owned—first main track	51,177	48,818	51,367	5.22	58,575	14.45	19.99	14.08
Capital obligations per mile owned—all tracks	37,716	36,686	36,643	D 0.12	42,867	13.65	16.85	16.98
Operating results:								
Miles of first main track operated	291.9	291.9	291.9		291.9			
Miles of all tracks operated	396.07	388.43	409.19	5.34	398.86	.70	2.69	D 2.52
Operating revenues, including outside operations	2,048,661	2,037,215	2,026,654	D 0.52	2,282,991	10.43	12.06	12.65
Operating expenses, including outside operations	1,429,534	1,443,203	1,500,303	3.96	1,654,322	15.72	14.63	10.26
Net operating revenue	619,127	594,012	526,350	D 11.41	628,669	1.54	5.83	19.44
Tax accruals	143,006	130,195	147,967	13.65	167,159	16.86	28.39	12.97
Operating income	476,121	463,817	378,383	D 18.42	461,510	D 3.07	D 0.50	21.96
Hire of equipment, rents, etc. (net)	D 35,612	D .558	D 52,634		61,889	73.63	11,190.32	
Net operating income	403,428	463,259	325,749	D 70.32	523,399	29.73	12.98	60.67
Maintenance of way and structures and equipment	554,841	667,079	544,759	D 18.34	554,329	D .09	16.90	D .97
Other operating expenses	874,693	776,124	955,544	23.12	1,099,993	25.76	41.73	15.11
Ratios:								
Ratio of expenses (excluding taxes) to revenues	69.78	70.84	74.03	4.50	72.46		2.29	D 2.79
Ratio of expenses (including taxes) to revenues	76.76	77.23	81.33	5.31	79.78		8.30	
Ration of total maintenance charges to revenues	27.08	32.74	26.88	D 17.90	24.28		D 25.84	
Ratio of taxes to total operating revenues	6.98	6.39	7.30	14.24	7.32	4.87	14.55	.27
Ratio of taxes to net operating revenue	23.10	21.92	28.11	28.24	26.59		21.30	
Traffic:								
Tons carried 1 mile	244,002,948	204,510,829	250,223,316	22.35	279,587,372	14.58	36.71	11.74
Passengers carried 1 mile	28,677,119	17,387,447	26,850,309	54.42	30,139,644	27.29	73.34	12.25
Traffic units	267,680,067	221,898,276	277,073,625	24.87	309,727,016	15.71	39.58	11.78
Total freight revenue	1,363,849	1,414,416	1,264,661	D 10.45	1,381,716	1.31	D 2.31	9.26
Average revenue per ton-mile ... cents	.559	0.692	0.505	D 27.02	0.494	D 11.63	D 28.61	D 2.00
Total passenger revenue	461,872	419,665	467,430	11.38	549,661	19.01	30.98	17.60
Average revenue per passenger-mile ... cents	1.951	2.414	1.741	D 27.88	1.824	D 6.51	D 24.44	4.59
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	385.28	386.22	463.43	19.99	479.86	24.54	24.25	3.55
Average number of tons of revenue freight per car-mile	20.9	17.2	22.9	33.14	22.2	6.22	29.07	3.07
Average number of tons of revenue freight per loaded car-mile								
Miles owned first main track	291.9	291.9	291.9		291.9			
Miles owned all tracks	396.07	388.43	409.19	5.34	398.86	.70	2.69	D 2.52

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

THE BALTIMORE & OHIO SYSTEM.

[Pages 1A-1C.]

Lines included.—The properties covered by the accompanying statements are those owned, operated, and controlled by the Baltimore & Ohio Railroad Co. (with the exception of the Baltimore & Ohio Chicago Terminal Railroad Co.) and are given in detail, together with indication as to method of reporting to the commission in the period 1903 to 1913, in attached memorandum.

The following corporations, principally terminal companies, which this company owned jointly with others, are not included: Akron & Barberton Belt Railroad Co., Kentucky & Indiana Terminal Railroad Co., Missouri & Illinois Bridge & Belt Railroad Co., Tylerdale Connecting Railroad Co., Washington Terminal Co.

Method of compilation.—Lines now making separate reports to the commission are included on the basis of the property investment account so reported.

Lines formerly making separate reports and now embodied in Baltinore & Ohio system report are included, for the period when separate reports were made, at the cost of their bonds and stocks acquired, and construction advances, plus par value of bonds in hands pf the public. Excepting the Valley Railroad of Virginia, the entire amount of stock outstanding of subsidiary companies is less than 2 per cent of total capital stock of such companies.

All intercorporate system ownership and dividends on stock and interest on funded debt paid and received for such intercorporate holdings have been eliminated. The capital obligations shown are therefore those outstanding after such elimination.

Property investment includes all items representing property of the company used for the benefit of the public, the income and expense attached to which is covered in its operating income account.

Adjustments have been made as noted on statement in the operating and income account for purpose of proper comparison.

The principal comparisons are as between the fiscal year ended June 30, 1913, 10-year average of period to June 30, 1912, and year 1903 and year 1910.

The following facts are significant:

[D denotes decrease, deficit, or debit.]

	10-year average.	1903	1910	1913	Per cent of increase 1913 over—		
					10-year average.	1903	1910
1. Return on property investment—the return of operating income on total property investment shows a steady decline as follows: [1]							
Property investment	$454,324,988	$407,161,578	$466,915,057	$523,549,059	15.24	28.59	12.13
Net operating income	23,697,345	24,473,426	24,305,196	23,644,405	D .22	D 3.39	D 2.72
Per cent on property investment	5.22	6.01	5.21	4.32	D 13.41	D 24.79	D 13.24
2. Return on capital obligations.—There is a corresponding decline in the percentage of net corporate incomes (plus interest on funded debt) to total capital obligations and of net corporate							

income on capital stock, with a corresponding decline in the margin of safety, after payment of interest and dividends, as follows:							
Return net corporate income (plus interest on **funded debt**) on total capital obligations—							
Total capital obligations	$485,205,574	$434,531,434	$527,617,644	$570,212,388	17.52	31.22	8.07
Net corporate income (plus interest)	25,395,517	24,791,328	27,149,106	27,422,466	7.98	10.61	1.01
Per cent on total capital obligations	5.23	5.71	5.15	4.81	D 8.03	D 15.76	D 6.60
Return net corporate income on capital stock—							
Total stock	$204,515,125	$190,268 831	$212,204,567	$211,317,307	3.33	11.06	D .42
Net corporate income	14,786,106	15,042,932	16,360,178	13,557,255	D 8.31	D 9.88	D 17.13
Per cent net corporate income on stock	7.23	7.91	7.71	6.42	D 11.20	D 18.84	D 16.73
3. Dividends declared:							
Amount	$10,109,333	$7,349,378	$11,474,214	$11,475,869	13.52	56.15	.01
Per cent on total stock	4.94	3.86	5.41	5.43	9.92	40.67	.37
Interest and dividends	20,718,744	17,097,774	22,263,142	25,341,080	22.31	48.21	13.80
Per cent on total capital obligations	4.27	3.93	4.22	4.44	3.98	12.98	5.21
4. Margin after payment of charges and dividends, **bears following** relations:							
Margin	$4,676,773	$7,693,554	$4,885,964	$2,081,386	D 55.50	D 72.95	D 57.40
Per cent on total obligations	0.96	1.77	0.92	0.36	D 62.50	D 79.66	D 60.67
Per cent of total operating revenue	5.68	11.14	5.34	1.99	D 64.96	D 82.14	D 62.73
Per cent of income from all sources	5.47	10.88	5.10	1.89	D 65.45	D 82.63	D 62.94
5. Ratio of stock and bonds to total capitalizations:							
Stock	$204,515,125	$190,268,861	$212,204,567	$211,317,307	3.33	11.06	D .42
Per cent	42.15	43.79	40.22	37.06	D 12.08	D 15.37	D 7.86
Bonds	280,690,450	244,262,573	315,413,077	358,895,081	27.86	46.93	13.79
Per cent	57.85	56.21	59.78	62.94	8.79	11.97	5.29
6. Operating results:[2]							
Operating revenue	$82,389,978	$68,986,462	$91,482,685	$104,824,176	27.23	51.95	14.58
Operaring expenses	56,283,413	42,310,618	64,111,286	77,399,644	37.52	82.93	20.73
Net operating revenue	26,106,565	26,675,834	27,371,399	27,424,532	5.05	2.81	.19
Operating ratio	68.31	61.33	70.08	73.84	8.10	20.40	5.37
Tax accruals	2,081,090	1,389,723	2,525,464	3,179,882	52.80	128.81	25.91
Operating income	24,025,475	25,286,111	24,845,935	24,244,650	.91	D 4.12	D 2.42
Less hire of equipment and rents	328,130	812,685	540,739	600,245	82.93	D 26.14	11.00
Net operating income	23,697,345	24,473,426	24,305,196	23,644,405	D .22	D 3.39	D 2.72
Property investment	454,324,988	407,161,578	466,913,057	523,549,059	15.24	28.59	12.13
Net operating income per cent on property investment	5.22	6.01	5.21	4.52	D 13.41	D 24.79	D 13.24
Maintenance of way and structures, and maintenance of equipment	23,612,200	15,684,201	28,686,519	33,005,598	39.78	110.44	15.06
Other operating expenses	32,671,213	26,626,417	35,424,767	44,394,046	35.88	66.73	25.32
Ratio of total maintenance expenses to revenue	28.65	22.74	31.36	31.48	9.88	38.43	.38

[1] **Increase in property investment 1913 over 1903**	$116,387,481	Increase in property investment 1913 over 1910	$56,634,002
Decrease in operating income 1913 over 1903	829,021	Decrease in operating income 1913 over 1910	660,791
Per cent decrease	0.71	Per cent decrease	1.17

These figures indicate that the company not only received no return on additional investment, but the decrease in income was equal to 0.71 per cent for the first period and 1.17 per cent for the second period on investment made.

[2] There has been a decline of $660,791, or 2.72 per cent, in net operating income and a decline of $2,802,923, or 17.13 per cent, in net corporate income between 1910 and 1913, notwithstanding an increase of $13,341,491, or 14.58 per cent, in operating revenue and an increase of $56,634,002, or 12.13 per cent, on property investment.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

THE BALTIMORE & OHIO SYSTEM—Continued.

[D denotes decrease, deficit, or debit.]

	10-year average.	1903	1910	1913	Per cent of increase 1913 over— 10-year average.	1903	1910
7. Property investment per mile:							
Per mile owned—first main track	$103,156	$93,169	$106,623	$118,920	15.28	27.64	11.53
Per mile owned—all track	55,815	54,043	56,288	59,673	6.91	10.42	6.01
8. With the increase in capital obligations and property investment, as indicated, there will be noted the following changes in facilities for transportation:							
Miles of first main track	4,473.52	4,420.52	4,457.91	4,479.87	.14	1.34	.49
Miles of all track	8,270.71	7,603.81	8,486.69	8,964.49	8.39	17.89	5.62
Total tractive power of locomotives....pounds	60,473,186	47,711,367	65,135,115	79,541,030	31.53	66.71	22.12
Total capacity of freight cars....tons	3,018,329	2,885,815	3,149,877	3,755,203	24.41	30.13	19.22
9. The measure of service has increased as per the following:							
Tons carried 1 mile	10,854,778,203	9,218,512,230	12,045,289,481	14,340,079,382	32.11	55.56	19.05
Passengers carried 1 mile	769,389,057	682,977,276	802,106,711	852,671,470	10.82	24.85	6.30
Total passenger and freight units 1 mile	11,624,167,260	9,901,489,506	12,847,396,192	15,192,750,852	30.70	53.44	18.26
10. The return received from the freight and passenger business compares as follows:							
Total freight revenue	$63,028,792	$52,051,396	$70,650,017	$81,764,481	29.73	57.08	15.73
Average revenue per ton per mile....cents	0.581	0.565	0.587	0.570	D 1.89	D .88	D 2.90
Total passenger revenue	$14,655,672	$13,420,979	$14,958,222	$16,064,107	9.61	19.69	7.39
Average revenue per passenger per mile....cents	1.905	1.965	1.865	1.884	D 1.10	D 4.12	1.01
Total operating revenues	$82,389,978	$68,986,452	$91,482,685	$104,824,176	27.23	51.95	14.58
11. Some of the increased operating costs are reflected below:							
Ratio of expenses (excluding taxes) to revenue	68.31	61.33	70.08	73.84	8.10	20.40	5.37
Ratio of expenses (including taxes) to revenue	70.84	63.35	72.84	76.87	8.51	21.34	5.53
Total taxes	$2,081,090	$1,389,723	$2,525,464	$3,179,882	52.80	128.81	25.91
Taxes per cent of total operating revenue	2.52	2.01	2.76	3.03	20.24	50.75	9.78
Taxes per cent of net operating revenue	7.97	5.21	9.23	11.60	45.55	122.65	25.68
Taxes per cent of total income	2.43	1.97	2.64	2.89	18.93	46.70	9.47
12. Other transportation statistics are given below:							
Average number of tons of revenue freight per train-mile	435.23	420.10	441.94	618.92	42.21	47.33	40.05
Average number of tons of revenue freight per car-mile	14.66	14.55	15.08	16.71	13.98	14.85	10.81
Average number of tons of revenue freight per loaded car-mile	22.41	21.42	22.89	25.40	13.34	18.58	10.97
Average daily mileage of freight cars	26.77	21.00	29.60	26.20	D 2.13	24.76	D 11.49

Memorandum.—The following roads are included in the statements for the Baltimore & Ohio system (last annual report to Interstate Commerce Commission for 1909): Valley Railroad of Virginia; Cleveland Terminal & Valley R. R.; Cleveland, Lorain & Wheeling Ry.; Ohio & Little Kanawha R. R.; Ravenswood, Spencer & Glenville Ry.; Ripley & Mill Creek Valley R. R. (report for 1903); Staten Island Rapid Transit Ry. Co.; Staten Island Ry. Co.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

BESSEMER & LAKE ERIE R. R.

[D denotes decrease, deficit, or debit.]

[Page 2.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$32,058,134	$30,391,580	$32,474,624	6.85	$38,199,110	19.12	25.68	17.62
Net operating income	2,618,807	1,769,088	3,701,508	109.23	3,663,042	39.87	107.06	D 1.05
Per cent on property investment	8.17	5.82	11.40		9.59			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	31,146,500	30,170,000	31,799,000	5.40	32,510,000	4.39	7.75	2.23
Net corporate income (plus interest on funded debt)	1,109,008	310,394	2,359,499	660.16	2,404,794	116.84	674.85	1.92
Per cent on capital obligations	3.56	1.03	7.42		7.40			
Ratio of net corporate income to capital stock:								
Total capital stock	12,500,000	12,500,000	12,500,000		12,500,000			
Net corporate income	986,121	252,242	2,197,530	771.19	2,267,853	129.98	799.06	3.20
Per cent on capital stock	78.89	20.18	17.58	12.88	18.14			
Dividends:								
Dividends	395,000		750,000	100.00	1,000,000	153.16	100.00	33.33
Per cent on capital stock	3.16		6.00	6.00	8.00			
Interest and dividends:								
Interest and dividends	517,888	58,152	911,969	1468.25	1,136,941	119.53	1855.12	24.67
Per cent on capital obligations	1.66	.19	2.87		3.50			
Margin of net corporate income over dividends:								
Amount of margin	591,121	252,242	1,447,530	473.87	1,267,853	114.48	402.64	D 12.41
Per cent on capital obligations	1.90	.84	4.55		3.90			
Per cent on total operating revenues	9.89	6.06	18.35		14.07			
Per cent on income from all sources	9.74	5.90	18.11		13.98			
Distribution of capital obligations (per cent):								
Stock	40.13	41.43	39.31	5.12	38.45			D 2.19
Bonds	59.87	58.57	60.69		61.55			
Funded debt	18,646,500	17,670,000	19,299,000	9.22	20,010,000	7.31	13.24	3.68

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

BESSEMER & LAKE ERIE R. R.—Continued.

[D denotes decrease, deficit, or debit.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over— 10-year average.	1903	1910
Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	$3,615,348	$3,426,334	$3,661,175	6.85	$4,306,551	19.12	25.69	17.63
Property investment per mile owned—all tracks	3,615,348	3,426,334	3,661,175	6.85	4,306,551	19.12	25.69	17.63
Capital obligations per mile owned—first main track	146,439	138,490	149,004	7.59	152,959	4.45	1.45	2.65
Capital obligations per mile owned—all tracks	69,643	76,252	65,380	14.25	61,398	D 11.83	D 19.47	D 6.09
Operating results:								
Miles of first main track operated	212.77	217.86	213.41	2.04	212.54	D .01	D 2.49	D .40
Miles of all tracks operated	449.99	395.66	486.37	22.93	529.50	17.67	33.83	8.86
Operating revenues, including outside operations	5,975,313	4,165,215	7,888,021	89.38	9,012,362	50.83	116.37	14.25
Operating expenses, including outside operations	3,354,896	2,479,977	4,159,664	67.73	5,109,388	52.29	106.03	22.83
Net operating revenue	2,620,417	1,685.238	3,728,357	121.24	3,902,974	48.94	131.59	4.68
Tax accruals	57,312	24,000	105,210	338.39	292,951	411.15	1120.63	178.44
Operating income	2,563,105	1,661,238	3,623,147	118.09	3,610,023	40.85	117.31	D .36
Hire of equipment, rents, etc. (net)	55,702	107,850	78,361	27.34	53,019	D 4.82	D 50.84	D 32.34
Net operating income	2,618,807	1,769,088	3,701,508	109.23	3,663,042	39.87	107.10	D 1.05
Maintenance of way and structures and equipment	1,651,688	1,296,735	2,042,148	57.48	2,690,822	62.91	107.51	31.76
Other operating expenses	1,703,208	1,183,242	2,117,516	78.96	2,418,566	42.00	104.40	14.22
Ratios:								
Ratio of expenses (excluding taxes) to revenues	56.15	59.54	52.73		56.69			7.51
Ratio of expenses (including taxes) to revenues	57.11	60.12	54.06		59.94			
Ratio of total maintenance charges to revenues	27.64	31.13	25.89		29.86			
Ratio of taxes to total operating revenues	.96	.58	1.33		3.25			124.00
Ratio of taxes to net operating revenue	2.19	1.42	2.82		7.51			
Ratio of taxes to total income	.94	.56	1.32		3.23			
Traffic:								
Tons carried 1 mile	1,269,300,920	908,358,960	1,646,791,543	81.29	1,883,828,450	48.42	107.39	14.39
Passengers carried 1 mile	18,855,639	12,882,547	20,664,233	60.40	21,289,677	15.98	65.26	3.03
Traffic units	287,656,559	921,241,507	1,667,455,776	81.00	1,905,118,127	562.29	106.80	14.25
Total freight revenue	5,606,667	3,890,134	7,459,485	91.75	8,509,688	51.77	118.75	14.07
Average revenue per ton-mile ... cents	.441	.428	.453	5.84	0.452		5.61	

Total passenger revenue	280,627	228,815	322,045	40.74	368,161	27.11	60.90	14.31
Average revenue per passenger-mile cents	1.697	1.776	1.558	12.28	1.729		D 2.65	10.98
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	950.11	917.70	1,023.47	11.53	1,108.66	16.68	20.81	8.32
Average number of tons of revenue freight per car-mile	40.05	40.00	41.77	4.42	44.62		11.55	6.82
Average number of tons of revenue freight per loaded car-mile								
Miles owned, first main track	8.87	8.87	8.87		8.87			
Miles owned, all tracks	8.87	8.87	8.87		8.87			

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

BUFFALO & SUSQUEHANNA SYSTEM.

[D denotes decrease, deficit, or debit.]

[Page 4.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$16,015,274	$6,406,423	$22,881,490	257.16	$22,792,430	42.38	255.77	D 0.39
Net operating income	371,559	432,459	188,150	D 56.49	530,515	42.78	22.67	181.96
Per cent on property investment	2.32	6.75	.82		.233	D .43		184.15
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	22,670,888	10,140,500	31,570,575	211.33	31,010,185	36.78	205.81	D 1.77
Net corporate income (plus interest on funded debt)	438,101	533,271	204,007	D 61.74	519,727	18.63	D 2.54	154.76
Per cent on capital obligations	1.93	5.26	.65		1.68	D 12.96		
Ratio of net corporate income to capital stock:								
Total capital stock	10,666,780	6,518,000	14,000,000	114.71	14,000,000	31.25	114.79	0.00
Net corporate income	D 55,696	385,369	D 605,367	57.08	D 269,236	383.40	D 30.14	55.53
Per cent on capital stock	D .52	5.91	D 4.32		D 1.92			55.56
Dividends:								
Dividends	197,102	247,400	120,000	D 51.49				D 100.00
Per cent on capital stock	1.83	3.80	.86					D 100.00
Interest and dividends:								
Interest and dividends	690,899	395,303	929,374	135.10	788,963	14.19	98.32	D 15.11
Per cent on capital obligations	3.05	3.90	2.94		2.54			
Margin of net corporate income over dividends:								
Amount of margin	D 252,799	137,969	D 725,367	425.74	D 269,236	6.50	95.14	D 62.88
Per cent on capital obligations	D 1.12	1.36	D 2.30		D .87			
Per cent on total operating revenues	D 14.50	13.90	D 32.78		D 10.93			
Per cent on income from all sources	D 12.63	12.57	D 29.02		D 9.33			
Distribution of capital obligations:								
Stock ... per cent	47.05	64.28	44.34		45.14	1.80		1.80
Bonds ... per cent	52.95	35.72	55.66		54.86			
Funded debt	12,004,108	3,622,500	17,570,575	385.06	17,010,185	41.70	369.57	D 3.19

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	58,836	37,132	67,601	82.05	67,942	15.47	62.97	.50
Property investment per mile owned—all tracks	46,306	29,335	53,119	81.07	52,062	12.43	77.47	D 1.99
Capital obligations per mile owned—first main track	83,288	58,775	93,271	58.69	92,706	11.30	57.73	D .61
Capital obligations per mile owned—all tracks	65,549	46,433	73,290	57.84	70,833	8.06	52.55	D 3.35
Operating results:								
Miles of first main track operated	312.39	172.53	360.89	109.17	355.32	13.74	105.95	D 1.54
Miles of all tracks operated	355.74	218.39	453.17	107.50	458.82	28.98	110.09	1.25
Operating revenues, including outside operations	1,742,980	992,544	2,212,674	122.93	2,463,522	41.34	148.20	11.34
Operating expenses, including outside operations	1,416,907	543,361	2,077,328	282.31	2,103,242	48.44	287.08	1.25
Net operating revenue	326,073	449,183	135,346	D 69.64	360,280	10.49	D 19.79	166.18
Tax accruals	38,713	21,171	48,000	126.72	45,300	17.01	113.97	D 5.63
Operating income	287,360	428,012	87,346	D 79.59	314,980	9.61	D 26.41	260.61
Hire of equipment, rents, etc. (net)	84,199	4,447	100,804	2,166.78	215,535	155.99	4,746.75	113.82
Net operating income	371,559	432,459	188,150	D 56.49	530,515	42.78	22.67	181.96
Maintenance of way and structures and equipment	718,466	261,939	1,085,541	310.60	1,090,499	51.78	316.32	.46
Other operating expenses	698,441	281,422	991,787	252.42	1,012,743	45.00	259.87	2.11
Ratios:								
Ratio of expenses (excluding taxes) to revenues	81.29	54.75	93.88	53.21	85.38	5.03	55.95	D 9.05
Ratio of expenses (including taxes) to revenues	83.51	56.88	96.05	68.86	87.21	4.43	53.32	D 9.25
Ratio of total maintenance charges to revenues	41.22	26.39	49.06	85.90	44.26	7.37	67.72	D 9.78
Ratio of taxes to total operating revenues	2.22	2.13	2.17	1.88	1.83	D 21.31	D 14.08	D 15.66
Ratio of taxes to net operating revenue	11.87	4.71	35.46	652.87	12.57	5.89	16.69	....
Ratio of taxes to total income	1.93	1.93	1.92	D .52	1.57	D 18.65	D 18.65	....
Traffic:								
Tons carried 1 mile	206,407,592	43,517,126	305,586,970	602.22	410,392,559	98.82	843.06	34.30
Passengers carried 1 mile	7,086,385	4,320,556	9,502,812	119.94	9,383,555	32.41	117.19	D 1.25
Traffic units	213,493,977	47,837,682	315,089,782	558.64	419,776,114	96.62	777.50	33.22
Total freight revenue	1,514,273	824,929	1,910,787	131.63	2,172,002	43.43	163.30	13.67
Average revenue per ton-mile **cents**	.734	1.896	.625	D 67.55	.529	D 27.92	D 72.10	D 15.36
Total passenger revenue	171,853	127,028	217,942	71.57	210,332	22.39	65.58	D 3.49
Average revenue per passenger-**mile** **cents**	2.425	2.940	2.293	D 22.01	2.242	D 8.16	D 23.74	D 2.22
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	281.99	117.88	332.02	181.74	365.83	29.73	210.34	10.18
Average number of tons of revenue freight per car-mile	32.15	13.78	34.92	153.41	37.32	16.08	170.83	6.87
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned first main track	272.20	172.53	338.48	90.38	335.47	23.24	94.44	D .89
Miles owned all tracks	345.86	218.39	430.76	97.24	437.79	26.58	100.46	1.63

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

BUFFALO, ROCHESTER & PITTSBURGH RY.

[D denotes decrease, deficit, or debit.]

[Page 5.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$35,494,746	$27,790,992	$40,246,493	44.82	$44,296,591	24.80	59.39	10.06
Net operating income	2,891,935	2,944,899	2,974,084	0.99	3,672,504	26.99	24.71	23.48
Per cent on property investment	8.15	10.60	7.39	D 30.28	8.29	1.72	D 21.79	0.90
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	36,059,200	28,245,000	41,399,000	46.57	42,570,000	18.06	50.72	2.83
Net corporate income (plus interest on funded debt)	2,531,911	3,063,629	2,717,062	D 11.31	3,382,904	33.61	10.42	24.50
Per cent on capital obligations	7.02	10.85	6.56	D 39.54	7.95	13.25	D 26.73	21.18
Ratio of net corporate income to capital stock:								
Total capital stock	16,130,000	14,300,000	16,500,000	15.38	16,500,000	2.29	15.38	....
Net corporate income	1,542,042	2,339,579	1,527,373	D 34.72	2,126,994	37.93	D 9.09	39.26
Per cent on capital stock	9.56	16.36	9.26	D 43.40	12.89	34.83	D 21.21	3.63
Dividends:								
Dividends	857,350	673,000	780,000	15.90	990,000	15.47	47.10	26.92
Per cent on capital stock	5.32	4.71	4.73	....	6.00	12.78	27.39	1.27
Interest and dividends:								
Interest and dividends	1,847,219	1,397,050	1,969,689	40.99	2,245,910	21.58	60.76	14.02
Per cent on capital obligations	5.12	4.95	4.76	D 3.84	5.28	3.13	6.67	10.92
Margin of net corporate income over dividends:								
Amount of margin	684,692	1,666,579	747,373	D 55.16	1,136,994	66.06	D 31.78	52.13
Per cent on capital obligations	1.90	5.90	1.81	D 69.32	2.67	40.53	D 54.75	36.46
Per cent on total operating revenues	8.54	23.73	8.35	D 64.81	9.48	11.01	D 60.05	13.58
Per cent on income from all sources	7.94	21.18	7.86	D 62.80	10.36	30.48	D 50.97	31.80
Distribution of capital obligations:								
Stocks ....per cent	44.73	50.63	39.86	D 21.27	38.76	D 13.35	D 23.44	D 1.10
Bonds ....per cent	55.27	49.37	60.14	21.81	61.24	10.80	24.05	1.82
Funded debt	19,929,200	13,945,000	24,899,000	78.55	26,070,000	30.81	86.95	4.70

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	82.60	74.76	91.42	22.29	98.97	19.81	32.38	8.25
Property investment per mile owned—all tracks	45.20	44.46	47.85	7.62	49.65	9.83	11.66	3.75
Capital obligations per mile owned—first main track	83,917	75,981	94,042	23.77	95,109	13.34	25.17	1.14
Capital obligations per mile owned—all tracks	45,921	45,191	49,222	8.92	47,712	3.90	5.58	D 3.07
Operating results:								
Miles of first main track operated	549.09	472.08	566.88	20.08	576.46	4.98	22.11	1.69
Miles of all tracks operated	984.78	799.69	1,049.36	31.22	1,104.94	12.20	38.17	5.30
Operating revenues, including outside operations	8,016,934	7,022,317	8,953,181	27.50	10,972,828	36.87	56.26	22.56
Operating expenses, including outside operations	5,029,511	3,759,090	5,923,324	57.57	7,698,838	53.07	104.81	29.97
Net operating revenue	2,987,423	3,263,227	3,029,857	D 7.15	3,273,990	9.59	.33	8.06
Tax accruals	159,353	102,000	188,095	84.41	216,000	34.92	111.76	14.84
Operating income	2,828,070	3,161,227	2,841,762	D 10.11	3,057,990	8.13	D 3.27	7.61
Hire of equipment, rents, etc. (net)	63,865	D 216,328	132,322	D 38.83	614,514	862.23	184.07	364.40
Net operating income	2,891,935	2,944,899	2,974,084	0.99	3,672,504	26.99	24.71	23.48
Maintenance of way and structures and equipment	2,305,041	1,521,267	3,077,207	102.27	3,719,174	61.35	144.48	20.86
Other operating expenses	2,724,470	2,237,823	2,846,117	27.18	3,979,664	46.07	77.84	39.82
Ratios:								
Ratio of expenses (excluding taxes) to revenue	62.74	53.53	66.16	23.59	70.16	11.83	31.07	4.00
Ratio of expenses (including taxes) to revenue	64.73	54.98	68.26	24.16	72.13	11.43	31.19	5.66
Ratio of total maintenance charges to revenues	28.75	21.66	34.37	58.68	33.89	17.87	56.46	D 1.39
Ratio of taxes to total operating revenues	1.99	1.45	2.10	44.83	1.97	D 1.00	35.86	D 0.13
Ratio of taxes to net operating revenue	5.33	3.13	6.21	98.40	6.60	23.83	110.86	....
Ratio of taxes to total income	1.85	1.29	1.98	53.49	D 1.80	2.79	39.53	....
Traffic:								
Tons carried 1 mile	1,365,179,830	1,146,769,406	1,572,897,173	37.16	2,040.358,520	49.46	77.92	29 72
Passengers carried 1 mile	48,014,256	40,048,853	47,802,085	19.36	54,573,203	13.66	36.27	14.16
Traffic units	1,413,194,086	1,186,818,259	1,620,699,258	36.56	2,094,931,723	48.24	76.52	29.26
Total freight revenue	6,804,989	6,090,907	7,562,259	24.16	9,411,879	38.31	54.52	24.46
Average revenue per ton-mile ...cents	.50	.53	.48	D 9.42	.46	7.43	D 13.18	D 4.16
Total passenger revenue	969,036	841,873	986,370	17.16	1,127,612	16.36	33.94	14.32
Average revenue per passenger-mile ...cents	2.02	2.10	2.06	D 1.86	2.07	2.38	D 1.71	0.15
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	549.12	441.46	637.56	44.42	710.04	29.31	60.84	11.37
Average number of tons of revenue freight per car-mile	30.17	26.36	32.16	22.00	34.61	14.72	31.30	7.62
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned first main track	429.70	371.74	440.22	18.42	447.59	4.16	20.40	1.67
Miles owned all tracks	785.25	625.02	841.07	34.57	892.23	13.62	42.75	6.08

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

CENTRAL NEW ENGLAND RY.

[D denotes decrease, deficit, or debit.]

[Page 6.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$20,974,142	$17,969,137	$2,675,302	26.19	$25,846,507	23.23	43.84	13.99
Net operating income	445,399	121,131	1,072,978	785.80	1,517,364	240.68	1,152.66	41.42
Per cent on property investment	2.12	0.67	4.73	605.97	5.87	176.89	876.12	24.10
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	21,394,694	17,172,800	23,833,889	38.79	25,553,782	19.44	48.80	7.22
Net corporate income (plus interest on funded debt)	404,204	46,934	1,057,857	2,153.92	1,470,524	263.81	3,033.17	39.01
Per cent on capital obligations	1.89	0.27	4.44	1,544.44	5.75	204.23	2,029.63	29.50
Ratio of net corporate income to capital stock:								
Total capital stock	9,564,430	8,222,800	9,877,000	20.12	11,517,000	20.41	40.06	16.60
Net corporate income	125,793	14,084	441,435	3,034.30	973,756	674.09	6,813.92	120.61
Per cent on capital stock	1.32	0.17	4.47	2,529.41	8.45	540.15	4,870.59	89.04
Dividends:								
Dividends	30,879	26,454	26,554	0.38	59,340	92.16	124.31	123.47
Per cent on capital stock	0.32	0.32	0.27	D 15.63	0.52	62.50	62.50	92.59
Interest and dividends:								
Interest and dividends	309,290	59,304	642,977	984.21	556,107	79.80	837.72	D 13.51
Per cent on capital obligations	1.45	0.35	2.70	671.43	2.18	50.34	522.79	D 19.26
Margin of net corporate income over dividends:								
Amount of margin	94,914	12,370	414,881	3,253.93	914,416	863.42	7,292.21	120.40
Per cent on capital obligations	0.44	D 0.07	1.74	2,385.71	3.58	713.64	5,014.29	105.75
Per cent on total operating revenues	4.60	D 1.89	13.73	626.46	24.65	435.87	1,204.23	79.53
Distribution of capital obligations:								
Stock ... per cent	44.70	47.88	41.44	D 13.45	45.07	0.83	D 5.87	8.76
Bonds ... per cent	55.30	52.12	58.56	12.36	54.93	0.67	5.39	D 6.20
Funded debt	11,830,263	8,950,000	13,956,889	55.94	14,036,792	18.65	56.84	0.57

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	82,033	92,644	82,944	D 10.47	95,101	15.93	2.65	14.66
Property investment per mile owned—all tracks	63,850	75,590	60,694	D 19.71	63,994	0.23	D 15.34	5.44
Capital obligations per mile owned—first main track	83,678	88,538	87,182	D 1.53	94,024	12.36	6.20	7.85
Capital obligations per mile owned—all tracks	65,130	72,240	63,795	D 11.69	63,269	D 2.86	D 12.42	D 0.82
Operating results:								
Miles of first main track operated	251.66	193.96	275.03	41.80	273.43	8.65	40.97	D 0.58
Miles of all tracks operated	335.78	237.72	385.08	61.99	415.46	23.73	74.77	7.89
Operating revenues, including outside operations	2,063,887	655,537	3,022,720	361.11	3,708,971	79.71	4,584.55	22.73
Operating expenses, including outside operations	1,444,819	494,925	1,733,232	250.20	1,965,243	36.02	297.08	13.39
Net operating revenue	619,068	160,612	1,289,488	702.86	1,743,728	181.67	985.67	35.23
Tax accruals	63,148	19,722	104,875	431.77	124,514	97.18	531.35	18.72
Operating income	555,920	140,890	1,184,613	740.81	1,619,214	191.27	1,049.28	36.69
Hire of equipment, rents, etc. (net)	D 110,521	D 19,759	D 111,635	D 464.98	D 101,850	D 7.85	415.46	D 8.77
Net operating income	445,399	121,131	1,072,978	785.80	1,517,364	240.68	1,152.66	41.42
Maintenance of way and structures and equipment	698,340	216,680	779,841	259.90	909,114	30.18	319.57	16.58
Other operating expenses	746,479	278,245	953,391	242.64	1,056,129	41.48	279.57	10.78
Ratios:								
Ratio of expenses (excluding taxes) to revenues	70.00	75.50	57.34	D 0.24	52.99	D 24.30	D 29.81	D 7.59
Ratio of expenses (including taxes) to revenues	73.06	78.51	60.81	D 0.23	56.34	D 22.89	D 28.24	D 7.35
Ratio of total maintenance charges to revenues	33.84	33.05	25.80	D 21.94	24.51	D 27.57	D 25.84	D 5.00
Ratio of taxes to total operating revenues	3.06	3.01	3.47	15.28	3.35	9.48	11.30	D 3.46
Ratio of taxes to net operating revenue	10.20	12.28	8.13	D 33.79	7.14	D 70.00	D 41.86	D 12.18
Traffic:								
Tons carried 1 mile	138,126,384	29,721,879	207,327,914	597.56	259,497,608	87.87	773.09	25.16
Passengers carried 1 mile	12,386,049	9,013,556	14,558,281	61.52	15,288,765	23.44	69.62	5.02
Traffic units	150,512,433	38,735,435	221,886,195	472.82	274,786,373	82.57	609.39	23.84
Total freight revenue	1,647,401	363,180	2,520,891	D 594.12	3,166,658	92.22	771.93	25.62
Average revenue per ton-mile ....cents	1.193	1.222	1.216	D 0.49	1.220	2.26	D 0.16	0.03
Total passenger revenue	291,183	225,164	337,956	50.09	360,203	23.70	59.97	6.58
Average revenue per passenger-mile ....cents	2.351	2.498	2.321	D 7.09	2.356	0.21	D 5.68	1.51
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	217.53	116.40	254.89	118.98	379.43	74.43	225.97	48.86
Average number of tons of revenue freight per car-mile	17.57	13.07	19.78	51.34	21.83	24.25	67.02	10.36
Average number of tons of revenue freight per loaded car-mile								
Miles owned first main track	255.68	193.96	273.38	40.95	271.78	6.30	40.12	D 0.59
Miles owned all tracks	328.49	237.72	373.60	57.16	403.89	22.95	69.90	8.11

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

CENTRAL R. R. OF NEW JERSEY.

[D denotes decrease, deficit, or debit.]

[Page 7.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$74,768,349	$61,012,679	$81,241,376	33.15	$91,792,394	22.77	50.45	1.29
Net operating income	9,067,540	6,318,140	9,651,120	52.75	10,264,752	13.20	62.46	6.36
Per cent on property investment	12.20	10.36	11.88	14.67	11.18	D 8.36	7.92	D 5.89
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	78,278,180	78,186,800	77,066,400	D 1.43	75,489,800	D 3.56	D 3.45	D 2.05
Net corporate income (plus interest on funded debt)	7,883,947	4,729,801	11,324,242	139.42	9,670,810	22.66	104.47	D 14.60
Per cent on capital obligations	10.07	6.05	14.69	142.81	12.81	27.21	111.74	D 12.80
Ratio of net corporate income to capital stock:								
Total capital stock	28,727,980	28,715,800	28,736,400	.07	28,716,800	D .04	....	D .07
Net corporate income	5,348,035	2,100,406	8,928,840	325.10	7,158,819	33.86	240.83	D 19.82
Per cent on capital stock	18.62	7.31	31.07	325.03	24.93	33.89	241.04	D 19.76
Dividends:								
Dividends	2,590,905	2,261,214	3,360,318	48.61	3,353,166	29.42	48.29	D .21
Per cent on capital stock	9.02	7.87	11.69	48.54	11.68	29.49	48.41	....
Interest and dividends:								
Interest and dividends	5,126,818	4,890,612	5,755,721	17.69	5,865,157	14.40	19.93	1.90
Per cent on capital obligations	6.55	6.26	7.47	19.33	7.77	18.63	24.12	4.02
Margin of net corporate income over dividends:								
Amount of margin	2,757,130	D 160,808	5,568,522	3,562.83	3,805,653	38.03	2,466.58	D 31.66
Per cent on capital obligations	3.52	D .21	7.23	3,542.86	5.04	43.18	2,500.00	D 30.29
Per cent on total operating revenues	11.40	D .87	20.94	2,506.90	12.55	10.09	1,542.53	D 40.07
Per cent on income from all sources	10.78	D .83	18.26	2,300.00	11.74	89.05	1,514.46	D 35.71
Distribution of capital obligations:								
Stock .... per cent	36.72	36.73	37.29	1.52	38.04	3.59	3.57	2.01
Bonds .... do	63.30	63.27	62.71	D .89	61.96	D 2.12	D 2.07	D 1.20
Funded debt	49,550,200	49,471,000	48,330,000	D 2.31	46,773,000	D 5.60	D 5.45	D 3.22

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	117,359	92,462	127,784	38.20	144,950	23.51	56.76	13.48
Property investment per mile owned—all tracks	50,014	41,384	51,406	24.22	54,176	8.32	30.91	5.39
Capital obligations per mile owned—first main track	122,727	118,488	121,217	2.30	119,206	D 2.87	.61	D 1.65
Capital obligations per mile owned—all tracks	52,608	53,033	48,764	D 8.05	44,554	D 15.31	D 15.99	D 8.63
Operating results:								
Miles of first main track operated	669.26	676.81	669.39	D 1.10	676.07	1.02	D .11	1.00
Miles of all tracks operated	1,535.37	1,500.91	1,623.66	8.18	1,747.10	13.79	16.40	7.60
Operating revenues, including outside operations	24,182,860	18,440,631	26,586,665	44.17	30,325,412	25.40	64.45	14.06
Operating expenses, including outside operations	14,220,361	11,589,223	15,808,791	36.41	18,390,126	29.32	58.68	16.33
Net operating revenue	9,962,409	6,851,407	10,777,874	57.31	11,935,285	19.80	74.20	10.74
Tax accruals	898,955	415,887	1,174,924	182.51	1,521,495	69.25	265.84	29.50
Operating income	9,063,544	6,435,520	9,602,950	49.22	10,413,790	14.90	61.82	8.44
Hire of equipment, rents, etc. (net)	3,996	D 117,380	48,171	141.04	D 149,038	D 3,829.68	D 26.07	D 409.39
Net operating income	9,067,540	6,318,140	9,651,120	52.75	10,264,752	13.20	62.46	6.36
Maintenance of way and structures and equipment	5,683,819	4,511,678	6,733,186	49.14	7,511,989	32.16	66.39	11.57
Other operating expenses	8,536,542	7,074,545	9,075,605	28.29	10,878,137	27.43	53.76	19.86
Ratios:								
Ratio of expenses (excluding taxes) to revenues	58.80	62.85	59.46	D 5.39	60.64	3.13	D 3.52	1.98
Ratio of expenses (including taxes) to revenues	62.52	65.10	63.88	D 1.87	65.66	5.02	.86	2.70
Ratio of total maintenance charges to revenues	23.50	24.48	25.32	3.43	24.77	5.40	1.18	D 2.17
Ratio of taxes to total operating revenues	3.72	2.25	4.42	96.44	5.02	34.95	123.11	13.57
Ratio of taxes to net operating revenue	9.02	6.07	10.90	79.57	12.75	41.35	110.05	16.97
Ratio of taxes to total income	3.52	2.15	3.85	79.07	4.60	33.24	118.14	21.56
Traffic:								
Tons carried 1 mile	1,987,965,691	1,329,642,238	2,155,241,867	40.90	2,484,070,485	24.96	62.40	15.26
Passengers carried 1 mile	336,803,442	242,396,647	380,932,738	57.16	405,740,647	20.47	67.39	6.51
Traffic units	2,324,769,133	1,772,038,885	2,536,174,605	43.12	2,889,811,132	24.31	63.08	13.94
Total freight revenue	17,970,257	14,073,645	19,316,094	37.25	22,771,817	26.72	61.80	17.89
Average revenue per ton-mile ... cents	0.908	0.920	0.896	D 2.61	0.916	1.44	D .43	2.23
Total passenger revenue	5,216,855	3,845,701	5,833,892	51.70	6,356,762	21.85	65.30	8.96
Average revenue per passenger-mile ... cents	1.548	1.586	1.531	D 3.47	1.566	1.16	D 1.26	2.29
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	499.95	449.53	505.87	12.58	547.60	9.53	21.82	8.25
Average number of tons of revenue freight per car-mile	15.67	14.22	16.66	17.16	17.29	10.34	21.59	3.78
Average number of tons of revenue freight per loaded car-mile	25.78	23.26	26.89	15.61	27.92	8.30	20.03	3.83
Miles owned, first main track	637.99	659.87	635.77	D 3.65	633.27	D .74	D 4.03	D .39
Miles owned, all tracks	1.494.43	1,474.31	1,580.38	7.19	1,694.34	13.38	14.92	7.21

SHRIVER EXHIBIT No. 2—Continued,

Summary of 10-year statement—Continued.

CHESAPEAKE & OHIO RY.[1]

[D denotes decrease, deficit or debit.]

[Page 8.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$169,216,685	$132,819,467	$185,245,170	39.46	$205,807,748	21.62	54.95	11.10
Net operating income	8,255,356	5,215,764	11,349,347	117.51	9,129,062	10.57	42.87	D 19.56
Per cent on property investment	4.88	3.93	6.13		4.45			D 27.41
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	176,560,332	133,954,854	204,327,300	52.52	228,693,176	29.53	70.72	11.97
Net corporate income (plus interest on funded debt)	8,621,061	5,180,316	12,002,297	131.69	10,645,667	23.49	105.50	D 11.30
Per cent on capital obligations	4.88	3.87	5.87		4.66			
Ratio of net corporate income to capital stock:								
Total capital stock	62,569,410	60,539,500	62,787,300	3.71	62,786,000	.34	3.71	
Net corporate income	3,494,493	1,419,604	6,290,049	343.08	3,294,807	D 5.77	132.09	47.62
Per cent on capital stock	5.58	2.34	10.02		5.25			
Dividends:								
Dividends	1,394,677	605,299	2,668,180	340.80	3,139,080	125.07	418.60	17.65
Per cent on capital stock	2.23	1.00	4.25		5.00			17.65
Interest and dividends:								
Interest and dividends	6,521,245	4,366,011	8,380,428	91.97	10,489,940	60.86	140.26	25.17
Per cent on capital obligations	3.70	3.25	4.10		4.59			11.95
Margin of net corporate income over dividends:								
Amount of margin	2,099,816	814,305	3,621,869	344.78	155,727	D 92.58	D 80.88	D 68.09
Per cent on capital obligations	1.19	0.608	1.77		0.681			D 61.53
Per cent on total operating revenues	8.07	4.88	11.42		0.437			D 96.18
Per cent on income from all sources	7.85	4.81	10.97		0.411			D 96.25
Distribution of capital obligations:								
Stock ... per cent	35.44	45.19	30.78		27.45			D 10.67
Bonds ... do	64.56	54.80	69.28		72.55			4.72
Funded debt	113,990,922	73,415,354	141,540,000	92.79	165,907,176	45.54	125.98	17.22

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	99,975	91,587	105,050	14.70	96,808	D 3.16	5.70	D 7.85
Property investment per mile owned—all tracks	62,404	60,571	64,217	6.01	57,506	7.85	D 5.06	D 10.45
Capital obligations per mile owned—first main track	104,314	92,370	115,871	25.44	107,951	3.49	16.87	D 6.84
Capital obligations per mile owned—all tracks	65,112	61,088	70,831	15.95	64,124	D 1.52	4.97	D 9.47
Operating results:								
Miles of first main track operated	1,890.90	1,641.40	1,938.80	18.12	2,337.70	23.63	42.42	20.57
Miles of all tracks operated	2,977.98	2,384.00	3,157.60	32.45	3,883.10	30.39	62.88	22.98
Operating revenues, including outside operations	26,007,429	16,711,602	31,699,216	89.68	35,635,904	37.02	113.25	12.42
Operating expenses, including outside operations	16,725,917	10,963,763	19,408,812	77.23	24,956,107	49.27	127.62	28.58
Net operating revenue	9,281,512	5,747,839	12,290,404	113.82	10,679,797	15.07	85.81	D 13.10
Tax accruals	732,636	447,115	873,744	95.42	1,375,863	87.80	207.72	57.47
Operating income	8,548,875	5,300,724	11,416,660	115.37	9,303,934	8.83	75.52	D 18.51
Hire of equipment, rents, etc. (net)	D 293,519	D 84,960	D 67,313	20.77	D 174,872	D 40.42	105.83	D 159.79
Net operating income	8,255,356	5,215,764	11,349,347	117.51	9,129,062	10.58	75.03	D 19.65
Maintenance of way and structures and equipment	7,885,978	4,857,856	9,249,875	90.40	11,618,184	47.33	139.16	25.60
Other operating expenses	8,839,939	6,105,907	10,158,937	56.23	13,337,923	50.88	118.44	31.29
Ratios:								
Ratio of expenses (excluding taxes) to revenues	64.82	65.61	61.23	D 6.68	70.03	8.88	67.37	14.37
Ratio of expenses (including taxes) to revenues	67.14	68.28	63.99	D 6.28	73.89	10.05	....	....
Ratio of total maintenance charges to revenues	30.33	29.07	29.18	.38	32.60	7.48	12.14	....
Ratio of taxes to total operating revenues	2.83	2.68	2.76	....	3.86	....	....	39.86
Ratio of taxes to net operating revenue	7.89	7.78	7.11	D 8.60	12.88	63.24	....	....
Ratio of taxes to total income	2.74	2.64	2.65	....	3.63	....	....	....
Traffic:								
Tons carried 1 mile	4,730,853,116	2,631 297,190	6,123,134,875	132.74	6,694,879,287	41.52	154.43	9.34
Passengers carried 1 mile	220,085,561	170,012 343	226,715,956	33.35	267,044,325	21.34	57.07	17.79
Traffic units	4,950,938,677	2,801,309,533	6,349,850,831	126.67	6,961,923,612	40.62	148.52	9.64
Total freight revenue	20,099,884	12,510,006	24,901,200	99.01	27,549,696	37.06	120.22	10.64
Average revenue per ton-mile ... cents	.430	.475	.407	D 1.432	.412	D 4.19	....	1.23
Total passenger revenue	4,577,118	3,474,905	5,002,205	43.95	5,858,138	27.98	68.58	17.11
Average revenue per passenger-mile ... cents	2.084	2.044	2.206	7.90	2.194	5.27	....	....
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	615	493	701	42.19	843	37.07	71.00	20.26
Average number of tons of revenue freight per car-mile	27.5	21.9	30.6	39.73	29.8	8.36	36.07	D 2.61
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned, first main track	1,692.59	1,450.20	1,763.40	21.51	2,118.50	25.16	46.08	20.14
Miles owned, all tracks	2,711.65	2,192.80	2,884.70	31.51	3,566.40	31.52	62.64	23.63

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[1] Statistics for 1913 include Chesapeake & Ohio of Indiana.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

CHICAGO, INDIANAPOLIS & LOUISVILLE RY.

[D denotes decrease, deficit, or debit.]

[I denotes increase.]

[Page 9.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$31,745,990	$29,205,508	$32,710,888	11.66	$38,146,794	20.16	30.61	16.62
Net operating income	1,448,272	1,738,229	1,535,693	D 11.65	1,226,448	D 15.32	D 5.07	D 20.14
Per cent on property investment	4.56	5.95	4.69	D 21.23	3.22			D 31.34
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	29,963,275	28,939,700	30,446,957	5.21	33,188,150	10.76	14.67	9.00
Net corporate income (plus interest on funded debt)	1,625,787	1,881,330	1,737,133	D 7.67	1,453,221	D 10.61	D 22.75	D 34.26
Per cent on capital obligations	5.43	6.50	5.71	D 12.15	4.38			
Ratio of net corporate income to capital stock:								
Total capital stock	15,495,300	15,497,700	15,496,707		15,489,150	D .04	D .05	D .05
Net corporate income	843,938	1,109,230	916,179	D 17.41	602,270	D 28.62	45.71	D 34.26
Per cent on capital stock	5.45	7.16	5.91	D 17.46	3.89			D 34.18
Dividends:								
Dividends	510,999	462,500	541,104	17.00	540,888	5.85	16.95	D .04
Per cent on capital stock	3.30	2.98	3.49	17.11	3.49			
Interest and dividends:								
Interest and dividends	1,292,848	1,234,600	1,362,058	10.32	1,391,839	7.66	12.74	2.18
Per cent on capital obligations	4.31	4.27	4.47	D 4.95	4.19			D 8.31
Margin of net corporate income over dividends:								
Amount of margin	332,939	646,730	375,075	D 42.00	61,382	D 81.56	D 90.51	D 83.63
Per cent on capital obligations	1.11	2.23	1.23	D 44.84	.18			
Per cent on total operating revenues	5.83	12.74	6.23	390.55	.88			
Per cent on income from all sources	5.59	12.13	5.97	393.39	.84			

Distribution of capital obligations per cent:								
Stock . . . per cent	51.71	53.55	50.90	D 4.95	46.67			
Bonds . . . per cent	48.29	46.45	49.10	5.71	53.33			
Funded debt	14,467,975	13,442,000	14,950,250	11.22	17,669,000	22.33	31.67	18.39
Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	57,856	56,374	56,622	.44	66,031	14.13	17.13	16.62
Property investment per mile owned—all tracks	41,367	41,987	40,082	D 4.54	44,883	8.50	6.90	11.98
Capital obligations per mile owned—first main track	54,606	55,860	52,703	D 5.83	57,448	5.20	2.84	9.00
Capital obligations per mile owned—all tracks	39,044	41,606	37,308	D 10.32	39,049	.01	D 6.14	4.67
Operating results:								
Miles of first main track operated	660.84	553.61	615.75	11.22	616.60	2.62	11.38	.14
Miles of all track operated	824.72	731.12	854.14	16.83	890.40	7.96	21.79	4.25
Operating revenues, including outside operations	5,710,700	5,076,452	6,020,242	18.59	6,985,944	22.33	37.61	16.04
Operating expenses, including outside operations	3,765,598	3,034,436	3,948,132	30.12	5,103,935	35.54	68.20	29.07
Net operating revenue	1,945,102	2,042,016	2,072,110	1.47	1,882,009	D 3.24	D 7.84	D 9.17
Tax accruals	238,940	192,173	268,653	39.80	294,039	23.06	53.00	9.45
Operating income	1,706,162	1,849,843	1,803,457	D 2.51	1,587,970	D 6.93	D 14.15	D 11.95
Hire of equipment, rents, etc. (net)	D 257,890	D 111,614	D 267,764	I in D	D 361,522	40.18	223.90	35.02
Net operating income	1,448,272	1,738,229	1,535,693	D 11.65	1,226,448	D 15.32	D 29.44	D 20.14
Maintenance of way and structures and equipment	1,584,893	1,280,022	1,615,751	26.23	2,051,249	29.48	60.25	26.95
Other operating expenses	2,180,705	1,754,414	2,332,381	32.94	3,052,686	39.99	74.00	30.88
Ratios:								
Ratio of expenses (excluding taxes) to revenues	65.94	59.77	65.58	9.72	72.06	10.80	22.24	11.41
Ratio of expenses (including taxes) to revenue	70.12	63.56	70.04	10.20	77.27	10.20	21.57	10.32
Ratio of total maintenance charges to revenues	27.75	25.21	26.84	6.47	29.36	5.80	1.65	9.39
Ratio of taxes to total operating revenues	4.18	3.79	4.46		4.21			D 5.61
Ratio of taxes to net operating revenue	12.28	9.41	12.97		15.62			
Ratio of taxes to total income	4.01	3.60	4.27		4.03			
Traffic:								
Tons carried 1 mile	481,688,204	454,966,020	525,836,807	15.58	628,732,955	30.53	38.19	19.57
Passengers carried 1 mile	72,149,618	60,999,175	80,049,334	31.23	87,845,361	21.75	44.01	9.74
Traffic units	553,837,822	515,965,195	605,886,141	17.43	716,578,316	29.38	38.88	18.27
Total freight revenue	3,889,404	3,537,950	4,063,422	14.85	4,682,584	20.39	32.35	15.24
Average revenue per ton-mile . . . cents	.807	.778	.773	D .64	.745	D 7.81	D 4.24	D 3.62
Total passenger revenue	1,392,620	1,235,136	1,449,074	17.32	1,648,883	18.40	33.49	13.79
Average revenue per passenger-mile . . . cents	D 1.930	2.025	1.810	D 10.62	1.877	D 2.75	D 7.31	3.70
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	302.76	294.20	341.27	16.00	382.70	26.41	30.08	12.14
Average number of tons of revenue freight per car-mile	17.86	16.69	20.03	20.01	20.07	12.37	12.25	.20
Average number of tons of revenue freight per loaded car-mile								
Miles owned, first main track	548.71	518.07	577.71	11.51	577.71	5.27	11.51	
Miles owned, all tracks	767.43	695.58	816.10	17.33	849.92	10.75	22.19	4.14

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

CHICAGO, TERRE HAUTE & SOUTHEASTERN R. R.

[D denotes decrease, deficit, or debit.]

[Page 10.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$18,763,485	$9,440,826	$25,203,492	166.96	$24,239,422	29.17	156.75	D 0.038
Net operating income	592,899	448,766	815,698	81.76	783,167	32.09	74.51	D .039
Per cent on property investment	3.16	4.75	3.24		3.23			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	20,857,996	8,811,779	27,831,616	215.84	23,280,055	11.13	164.19	D 16.35
Net corporate income (plus interest on funded debt)	595,901	448,766	820,566	82.84	767,152	28.73	70.94	D 6.51
Per cent on capital obligations	2.86	5.09	2.95		3.30			
Ratio of net corporate income to capital stock:								
Total capital stock	8,360,000	3,750,000	12,750,000	240.00	4,300,000	D 48.56	14.66	D 66.27
Net corporate income	302,297	282,427	772,932	173.67	103,128	D 65.88	D 63.48	D 86.65
Per cent on capital stock	3.616	7.531	6.062		2.397			
Dividends:								
Dividends	23,625	25,000						
Per cent on capital stock	0.283	0.667						
Interest and dividends:								
Interest and dividends	317,229	191,339	47,634	D 75.1	664,025	109.32	247.04	1,294.16
Per cent on capital obligations	1.52	2.171	0.171		2.852			
Margin of net corporate income over dividends:								
Amount of margin	278,672	257,427	772,932	200.25	103,128	D 62.99	D 59.94	D 86.64
Per cent on capital obligations	1.34	2,921	2.771		.443			
Per cent in total operating revenues	20.08	31.91	40.59		5.83			
Per cent on income from all sources	16.95	27.61	36.00		4.29			
Distribution of capital obligations:								
Stocks per cent	40.08	42.56	45.81		18.47			
Bonds per cent	D 59.92	57.44	54.19		81.53			
Funded debt	12,497,996	5,061,779	15,081,616	197.95	18,980,055	51.86	279.46	25.84

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first-main track	69,376	56,941	72,630	27.55	67,979	D 2.01	19.38	D .054
Property investment per mile owned—all tracks	44,622	44,600	46,952	.053	44,275	D .077	D .072	D .057
Capital obligations per mile owned—first-main track	77,560	53,147	80,204	51.1	65,289	D 15.82	22.85	D 18.6
Capital obligations per mile owned—all tracks	49,505	41,628	51,848	24.55	42,522	D 14.11	2.15	D 17.99
Operating results:								
Miles of first main track operated	270.58	166.10	347.01	....	356.57	....	....	....
Miles of all tracks operated	430.62	211.98	536.79	....	547.48	....	....	....
Operating revenues, including outside operations	1,387,903	806,799	1,904,097	136.13	1,935,635	39.46	139.91	1.65
Operating expenses, including outside operations	962,698	445,806	1,190,506	167.4	1,510,548	56.72	240.85	26.88
Net operating revenue	425,205	360,993	713,592	97.67	425,087	D .0002	17.75	D 40.41
Tax accruals	76,586	33,261	108,542	262.30	120,000	56.68	260.78	10.55
Operating income	348,619	327,732	605,050	84.61	305,087	D 12.48	D .07	D 49.57
Hire of equipment, rents, etc. (net)	252,664	125,573	237,875	89.43	483,088	91.19	284.7	103.08
Net operating income	592,899	448,766	815,698	81.76	783,167	32.09	74.51	D .04
Maintenance of way and structures and equipment	432,614	165,773	531,207	280.76	734,858	69.86	343.29	88.33
Other operating expenses	530,084	280,033	659,299	135.43	775,690	46.33	184.10	17.65
Ratios:								
Ratio of expenses (excluding taxes) to revenues	69.36	55.26	62.52	13.15	78.04	12.51	41.23	24.82
Ratio of expenses (including taxes) to revenues	77.04	59.38	68.22	14.73	84.24	9.34	41.87	23.48
Ratio of total maintenance charges to revenues	....	....	....	....	....	....	....	....
Ratio of taxes to total operating revenues	5.52	4.12	5.70	38.25	6.20	12.36	50.38	8.77
Ratio of taxes to net operating revenue	18.01	9.21	15.21	65.09	28.23	56.17	206.38	85.59
Ratio of taxes to total income	4.66	3.57	5.06	41.74	4.99	7.04	39.78	D 1.38
Traffic:								
Tons carried 1 mile	163,324,125	52,924,114	331,131,050	525.69	274,238,428	67.91	418.17	D 17.18
Passengers carried 1 mile	8,660,489	6,130,009	9,011,725	47.01	10,904,798	25.90	77.89	21.03
Traffic units	....	....	....	....	....	....	....	....
Total freight revenue	1,169,584	638,742	1,704,563	166.86	1,671,112	42.88	161.62	D 1.96
Average revenue per ton-mile.....cents	0.72	1.21	.52	D 57.33	.61	D 14.94	D 49.54	18.25
Total passenger revenue	186,369	147,795	174,010	17.74	210,816	13.14	42.64	21.15
Average revenue per passenger-mile.....cents	2.15	2.41	1.93	D 19.91	1.93	D 10.18	D 19.83	.001
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	380.41	257.24	544.69	....	558.80	....	....	....
Average number of tons of revenue freight per car-mile	27.92	24.04	83.58	....	34.18	....	....	....
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned, first main track	270.46	165.80	347.01	....	356.57	....	....	....
Miles owned, all tracks	420.50	211.68	536.79	....	547.48	....	....	....

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

CINCINNATI, HAMILTON & DAYTON RY.

[D denotes decrease, deficit, or debit.]

[Page 11.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$53,235,490	$49,615,067	$56,078,150	12.83	$56,211,945	5.59	13.30	0.25
Net operating income	1,561,427	2,392,294	1,305,360	D 45.43	847,404	D 46.37	D 64.51	D 35.08
Per cent on property investment	2.93	4.82	2.33	......	1.51	......	......	......
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	67,076,271	44,960,750	75,831,456	46.42	81,635,280	21.71	81.57	7.65
Net corporate income (plus interest on funded debt)	1,419,177	2,216,722	1,186,140	D 46.49	784.836	D 44.70	D 69.11	D 33.84
Per cent on capital obligations	2.12	4.93	1.56	.96	......	......	......	......
Ratio of net corporate income to capital stock:								
Total capital stock	16,845,108	19,707,750	11,956,375	D 39.33	11,956,375	D 29.02	D 39.33	......
Net corporate income	D 566,555	1,161,151	D 720,263	D 37.97	D 1,643,066	190.01	41.50	128.12
Per cent on capital stock	D 3.36	5.89	D 6.02	......	D 13.74	......	......	......
Dividends:								
Dividends	106,617	549,229	......	......	......	......	......	......
Per cent on capital stock	D .63	D 2.79	......	......	......	......	......	......
Interest and dividends:								
Interest and dividends	2,092,349	1,604,800	1,906,403	18.79	2,427,902	16.04	51.29	27.36
Per cent on capital obligations	3.12	3.57	2.51	......	2.97	......	......	......
Margin of net corporate income over dividends:								
Amount of margin	D 673,172	611,922	D 720,263	17.71	D 1,643,066	144.08	168.51	128.12
Per cent on capital obligations	D 1.00	1.36	D .95	......	D 2.01	......	......	......
Per cent on total operating revenues	D 7.85	7.70	D 7.62	......	D 16.31	......	......	......
Per cent on income from all sources	D 7.76	7.67	D 7.55	......	D 16.38	......	......	......
Distribution of capital obligations:								
Stock (per cent)	D 25.11	43.83	15.77	......	14.65	......	......	......
Bonds per cent	D 74.89	56.17	84.23	......	85.35	......	......	......
Funded debt	50,231,163	25,253,000	63,875,081	152.94	69,678,905	38.72	175.92	9.09

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	D .63	51,520	57,544	11.69	57,953	5.83	12.48	.71
Property investment per mile owned—all tracks	D 38,565	38,339	39,849	3.94	38,525	.10	.49	D 3.32
Capital obligations per mile owned—first main track	68,957	46,687	77,814	66.67	84,164	22.05	80.27	8.16
Capital obligations per mile owned—all tracks	48,387	34,742	53,886	55.10	55,949	15.63	61.04	3.83
Operating results:								
Miles of first main track operated	1,026.58	1,006.25	1,036.05	2.96	1,014.60	1.17	.83	D 2.07
Miles of all tracks operated	1,434.92	1,337.33	1,468.79	9.83	1,503.73	4.80	12.44	2.38
Operating revenues, including outside operations	8,575,345	7,943,154	9,446,524	18.93	10,071,297	17.44	26.79	6.61
Operating expenses, including outside operations	6,569,657	5,150,588	7,587,297	47.31	8,061,990	22.72	56.53	6.26
Net operating revenue	2,005,688	2,792,566	1,859,228	D 33.42	2,009,307	.18	D 28.08	8.07
Tax accruals	333,874	279,608	308,762	10.43	430,419	28.91	53.94	39.40
Operating income	1,671,813	2,512,958	1,550,466	D 38.30	1,578,887	D 5.56	D 37.17	1.83
Hire of equipments, rents, etc. (net)	D 110,387	D 120,664	D 245,106	103.13	D 731,484	562.65	506.21	198.44
Net operating income	1,561,427	2,392,294	1,305,360	D 45.43	847,404	D 45.73	D 64.58	D 35.08
Maintenance of way and structures and equipment	2,468,009	1,710,229	5,131,452	83.10	3,118,045	26.34	82.32	D .43
Other operating expenses	4,101,648	3,440,359	4,455,845	29.52	4,943,945	20.54	43.70	10.95
Ratios:								
Ratio of expenses (excluding taxes) to revenues	D 76.61	64.84	80.32	23.87	80.05	4.49	23.46	D .34
Ratio of expenses (including taxes) to revenues	80.50	68.36	83.59	22.28	84.77	4.75	23.35	.87
Ratio of total maintenance charges to revenue	28.78	21.53	33.15	53.97	30.96	7.57	43.80	D 6.60
Ratio of taxes to total operating revenues	D 3.89	3.52	3.27		4.27			
Ratio of taxes to net operating revenue	16.65	10.01	16.61		21.42			
Ratio of taxes to total income	3.85	3.51	3.24		4.29			
Traffic:								
Tons carried 1 mile	1,022,434,319	820,652,536	1,277,723,567	53.82	1,396,399,092	36.58	68.11	9.29
Passengers carried 1 mile	107,866,929	109,506,153	111,717,344	2.02	96,667,847	D 10.38	D 11.72	D 13.47
Traffic units								
Total freight revenue	[1] 6,300,067	5,606,419	6,757,319	20.53	7,384,784	17.22	31.72	9.29
Average revenue per ton-mile ... cents	D .616	.675	.529		.529	D 14.12	D 21.63	
Total passenger revenue	1,770,199	1,941,034	1,682,031	D 13.34	1,609,544	D 9.08	D 17.08	D 4.31
Average revenue per passenger-mile ... cents	1.641	1.773	1.506	D 15.06	1.665	D 1.46	D 6.09	10.56
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	384.48	306.90	439.27	43.13	615.41	60.06	100.52	40.10
Average number of tons of revenue freight per car-mile	21.25	17.25	24.73	43.36	26.80	26.12	55.37	8.37
Average number of tons of revenue freight per loaded car-mile								
Miles owned—first main track	972.10	963.02	974.52	1.19	969.96	D .22	.72	D .47
Miles owned—all tracks	11,380.41	1,294.12	1,407.26	8.74	1,459.09	5.70	12.75	3.68

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[1] Includes other transportation revenue 1908 to 1912.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

DAYTON & UNION R. R.

[D denotes decrease, deficit, or debit.]

[Page 12.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$625,316	$623,076	$627,143	0.6527	$621,541	D 0.60	D 0.41	D 0.89
Net operating income	7,642	23,391	13,005	D 44.40	D 10,182	33.24	D 56.47	D 21.71
Per cent on property investment	1.22	3.75	2.07					
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	243,800	311,300	86,300	D 72.28	86,300	D 64.60	D 72.28	
Net corporate income (plus interest on funded debt)	15,265	31,266	17,896	D 42.71	D 7,944	D 47.96	D 74.59	D 55.61
Per cent on capital obligations	6.26	10.04	20.74		D 9.21			
Ratio of net corporate income to capital stock:								
Total capital stock	86,300	86,300	86,300		86,300			
Net corporate income	3,338	15,547	11,333	D 27.11	D 7,944	137.99	D 48.90	D 29.90
Per cent on capital stock	3.87	18.02	13.13		D 9.21			
Dividends:								
Dividends								
Per cent on capital stock								
Interest and dividends:								
Interest and dividends	11,927	15,719	6,563					
Per cent on capital obligations	4.89	5.05	7.60					
Margin of net corporate income over dividends:								
Amount of margin	3,338	15,547	11,333	D 27.11	D 7,944	137.99	D 48.90	D 29.90
Per cent on capital obligations	1.37	4.99	13.13		D 9.21			
Per cent on total operating revenue	2.22	9.89	6.97		D 5.33			
Per cent on income from all sources	2.07	9.20	6.67		D 5.35			
Distribution of capital obligations:								
Stock per cent	D 35.40	27.72	100.00		100.00			
Bonds per cent	D 64.60	72.28	0.0		0.0			
Funded debt	157,500	225,000						

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	19,676	19,662	19,721	.30	19,545	D .67	D .61	D .89
Property investment per mile owned—all tracks	17,472	17,961	16,710	D 6.97	16,561	D 5.21	D 7.79	D .89
Capital obligations per mile owned—first main track	7,673	9,823	2,714	D 72.37	2,714	D 64.63	D 72.37	....
Capital obligations per mile owned—all tracks	6,903	8,974	2,299	D 74.38	2,299	D 66.72	D 74.38	....
Operating results:								
Miles of first main track operated	46.99	46.95	47.00	.01	47.00	.02	.11	....
Miles of all tracks operated	54.88	51.38	57.86	12.61	57.86	5.43	12.61	....
Operating revenues, including outside operations	150,317	157,181	162,556	3.42	143,736	D 4.38	D 8.55	D 11.58
Operating expenses, including outside operations	114,962	106,164	123,556	17.49	121,857	6.00	15.87	D 1.38
Net operating revenue	35,355	52,017	39,000	D 25.02	21,879	D 38.12	D 57.94	D 43.90
Tax accruals	6,212	6,082	5,656	D 7.00	8,776	41.26	44.29	55.16
Operating income	29,142	45,935	33,344	D 27.41	13,103	D 55.04	D 71.48	D 60.70
Hire of equipment, rents, etc. (net)	D 21,500	D 22,544	D 20,339	D 9.78	D 23,285	8.30	3.17	14.19
Net operating income	7,642	23,391	13,005	D 44.22	D 10,182	33.24	D 56.47	D 21.71
Maintenance of way and structures and equipment	42,735	33,691	54,988	63.21	51,692	20.96	53.43	D 5.65
Other operating expenses	72,227	71,473	68,568	D 4.06	70,165	D 2.85	D 1.83	2.33
Ratios:								
Ratio of expenses (excluding taxes) to revenues	76.48	66.90	76.01	13.60	84.78	10.88	26.71	11.54
Ratio of expenses (including taxes) to revenues	80.62	70.78	79.49	12.31	90.89	12.75	28.41	14.34
Ratio of total maintenance charges to revenues	28.43	21.43	33.83	57.86	35.96	26.49	67.80	6.30
Ratio of taxes to total operating revenues	4.13	3.87	3.48	D 10.07	6.11	47.94	57.88	75.57
Ratio of taxes to net operating revenue	17.57	11.69	14.50	24.04	40.11	128.29	243.11	176.62
Ratio of taxes to total income	3.86	3.60	3.33	D 7.47	5.92	53.37	D 64.44	77.77
Traffic:								
Tons carried 1 mile	3,545,869	2,850,015	4,864,146	70.67	2,002,290	D 43.53	D 29.74	D 58.84
Passengers carried 1 mile	4,372,296	4,786,516	4,797,441	.23	3,741,490	D 14.43	D 21.83	D 22.01
Traffic units	....	....	....	....	....	....	....	....
Total freight revenue	61,593	62,638	60,522	D 3.38	49,782	D 19.18	D 20.52	D 17.75
Average revenue per ton-mile .... cents	1.787	2.198	1.244	D 43.40	2.486	43.12	13.10	99.84
Total passenger revenue	78,548	87,930	82,748	D 5.89	70,433	D 10.33	D 19.90	D 14.89
Average revenue per passenger-mile .... cents	1.796	1.837	1.725	D 6.10	1.882	4.79	2.45	9.10
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	116.40	97.96	155.69	58.93	72.06	D 38.09	D 26.44	D 53.72
Average number of tons of revenue freight per car-mile	16.00	11.82	22.40	89.51	13.76	D 14.00	16.41	D 38.57
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned—first main track	31.78	31.69	31.80	.35	31.80	.06	.35	....
Miles owned—all tracks	35.79	34.69	37.53	8.19	37.53	4.86	8.19	....

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[1] Includes other transportation revenue 1908 to 1912.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

ERIE R. R. SYSTEM.

[D denotes decrease, deficit, or debit.]

[Page 14.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$406,033,632	$364,694,604	$428,537,328	17.50	$453,154,352	11.60	24.26	5.74
Net operating income	14,300,658	16,774,242	15,773,807	D 5.96	15,975,037	11.71	D 4.76	1.28
Per cent on property investment	3.52	4.60	3.68	D 20.00	3.53			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	419,386,853	391,162,466	430,701,338	10.11	445,628,547	6.25	13.92	3.47
Net corporate income (plus interest on funded debt)	16,649,729	19,582,108	19,057,136	2.68	20,852,772	25.24	6.49	9.42
Per cent on capital obligations	3.97	5.01	4.42		4.68			
Ratio of net corporate income to capital stock:								
Total capital stock	184,727,825	184,655,740	184,813,990	.09	184,794,090	.04	.07	D .01
Net corporate income	5,601,854	9,626,323	7,243,866	D 24.75	8,912,741	59.10	D 7.41	23.04
Per cent on capital stock	3.03	5.21	3.92		4.82			
Dividends:								
Dividends	1,537,640	2,248,146	585,926	D 73.94	555,487	D 63.87	D 75.29	D 5.20
Per cent on capital stock	.83	1.22	.32		.30			
Interest and dividends:								
Interest and dividends	12,545,515	12,203,931	12,399,196	3.23	12,495,878	D .39	2.39	.78
Per cent on capital obligations								
Margin of net corporate income over dividends:								
Amount of margin	4,064.214	7,378,177	6,657,940	9.76	8,357,254	105.63	13.27	25.52
Per cent on capital obligations	0.91	1.89	1.54		1.85			
Per cent on total operating revenues	7.66	15.31	11.27		12.41			
Per cent on income from all sources	7.08	14.26	10.55		11.43			
Distribution of capital obligations:								
Stock .... per cent	44.05	47.21	42.91		41.47			
Bonds .... do	55.95	52.79	57.09		58.53			
Funded debt	234,659,028	206,506,726	245,887,348	19.07	200,834,457	11.15	26.81	6.08

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	168,313	153,234	175,085	14.26	183,286	8.90	19.61	4.68
Property investment per mile owned—all tracks	82,399	79,227	83,379	5.24	83,884	1.80	5.87	.006
Capital obligations per mile owned—first main track	173,845	164,354	175,968	7.07	180,242	3.68	9.60	2.42
Capital obligations per mile owned—all tracks	85,159	84,977	83,922	D 1.24	82,491	D 3.13	D 2.93	D 1.71
Operating results:								
Miles of first main track operated	2,495.05	2,451.51	2,532.48	3.30	2,561.94	2.68	4.50	1.16
Miles of all tracks operated	5,096.33	4,736.48	5,329.35	12.52	5,572.55	9.34	17.65	4.56
Operating revenues, including outside operations	54,212,836	48,193,063	59,078,833	22.58	67,326,282	24.19	39.70	13.96
Operating expenses, including outside operations	37,852,556	30,018,037	40,462,337	34.79	47,449,852	25.35	58.07	17.27
Net operating revenue	16,360,280	18,175,026	18,616,496	2.43	19,876,430	21.48	9.36	6.77
Tax accruals	1,371,055	1,035,383	1,540,064	48.74	2,148,006	56.66	107.46	39.47
Operating income	14,989,225	17,139,643	17,076,432	.87	17,728,424	18.27	3.44	3.82
Hire of equipment, rents, etc. (net)	688,567	365,401	1,302,625	256.49	1,753,387	154.64	379.85	34.60
Net operating income	14,300,658	16,774,242	15,773,807	D 5.96	15,975,037	11.71	D 4.76	1.28
Maintenance of way and structures and equipment	14,129,181	9,934,601	15,599,568	57.02	18,090,561	28.04	82.10	15.90
Other operating expenses	23,723,375	20,083,436	24,862,769	23.80	29,359,291	23.76	46.19	18.08
Ratios:								
Ratio of expenses (excluding taxes) to revenues	69.82	62.29	68.49	9.95	70.48	.95	13.18	2.91
Ratio of expenses (including taxes) to revenues	72.35	64.44	71.10	10.34	73.67	1.82	14.32	3.61
Ratio of total maintenance charges to revenues	26.06	20.62	26.41	28.08	26.87	3.11	30.31	1.74
Ratio of taxes to total operating revenues	2.53	2.15	2.61		3.19			
Ratio of taxes to net operating revenue	8.37	5.70	8.27		10.81			
Ratio of taxes to total income	2.39	2.00	2.44		2.94			
Traffic:								
Tons carried 1 mile	6,198,246,894	5,600,033,572	6,669,052,640	19.08	7,976,935,162	28.70	42.44	19.61
Passengers carried 1 mile	690,161,218	589,880,060	743,451,021	26.03	758,458,576	9.89	28.58	2.01
Traffic units	6,888,408,112	6,189,913,632	7,412,503,661	19.75	8,736,393,738	26.81	41.12	17.84
Total freight revenue	37,827,816	34,351,332	40,999,726	19.35	47,222,839	24.84	37.47	15.17
Average revenue per ton-mile ... cents	.610	.613	.615		.592	2.95	3.42	3.74
Total passenger revenue	9,965,537	8,679,674	10,622,021	22.38	11,428,566	14.68	31.67	7.59
Average revenue per passenger-mile ... cents	1.44	1.47	1.43	2.72	1.51	4.86	2.72	5.59
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	447.57	392.45	480.04	22.31	582.14	30.07	48.83	21.27
Average number of tons of revenue freight per car-mile	13.49	12.13	14.58	20.19	15.58	15.49	28.44	6.86
Average number of tons of revenue freight per loaded car-mile	19.52	17.92	20.65	15.23	21.65	10.91	20.81	4.84
Miles owned first main track	2,412.37	2,379.99	2,447.60	2.84	2,472.39	2.48	3.88	1.01
Miles owned all tracks	4,927.67	4,603.16	5,139.64	11.65	5,402.18	9.63	17.36	5.11

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

HOCKING VALLEY RY.

[D denotes decrease, deficit, or debit.]

[Page 15.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$35,821,510	$33,033,442	$37,630,662	13.92	$40,184,321	12.18	21.65	6.79
Net operating income	2,329,360	2,211,172	3,162,517	43.02	2,855,318	22.58	29.13	D 9.71
Per cent on property investment	6.49	6.69	8.44		7.11			D 15.76
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	43,368,453	44,994,762	33,587,000	25.35	36,224,500	D 16.47	D 19.49	7.85
Net corporate income (plus interest on funded debt)	2,727,785	2,780,437	3,652,096	31.35	3,031,817	11.15	9.04	D 16.98
Per cent on capital obligations	6.29	6.18	10 87		8.37			
Ratio of net corporate income to capital stock:								
Total capital stock	21,193,090	24,421,600	10,999,900	54.97	10,999,500	D 48.10	D 54.96	D .00
Net corporate income	1,671,147	1,804,098	2,539,765	40.78	1,917,645	14.75	6.29	D 24.50
Per cent on capital stock	9.76	7.39	23.09		17.43			D 24.51
Dividends:								
Dividends	888,951	881,324	973,028	10.41	1,264,943	42.30	43.53	30.00
Per cent on capital stock	4.61	3.61	8.85		11.50			29.94
Interest and dividends:								
Interest and dividends	1,945,589	1,857,663	2,085,359	12.26	2,379,115	22.28	28.07	14.09
Per cent on capital obligations	4.49	4.13	6.21		6.57			
Margin of net corporate income over dividends:								
Amount of margin	782,196	922,774	1,566,737	69.79	652,702	16.56	D 29.34	D 58.34
Per cent on capital obligations	1.80	2.05	4.66		1.80			
Per cent on total operating revenues	12.38	16.41	20.13		8.33			
Per cent on income from all sources	8.53	10.76	13.62		5.97			
Distribution of capital obligations:								
Stock ... per cent	48.87	54.28	32.75		30.36			
Bonds ... do	51.13	45.72	67.25		69.64			
Funded debt	22,175,343	20,573,162	22,587,000	9.79	25,225,000	13.75	22.62	11.68

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	106,422	97,588	110,192	12.92	117,155	11.13	20.05	6.32
Property investment per mile owned—all tracks	68,947	76,133	51,912	D 31.81	53,177	D 22.87	D 30.15	1.42
Capital obligations per mile owned—first main track	127,763	132,924	98,351	D 26.01	105,611	D 17.34	D 20.54	7.38
Capital obligations per mile owned—all tracks	68,947	76,133	51,912	D 31.81	53,177	D 22.87	D 30.15	2.44
Operating results:								
Miles of first main track operated	348.20	347.00	350.00	.87	351.50	.95	1.30	0.43
Miles of all tracks operated	650.61	610.50	670.00	9.74	704.70	8.31	15.43	5.18
Operating revenues, including outside operations	6,313,234	5,622,048	7,783,033	38.44	7,817,644	23.77	39.06	0.44
Operating expenses, including outside operations	4,154,912	3,573,214	4,739,829	32.65	4,983,843	19.96	32.65	5.15
Net operating revenue	2,161,322	2,048,834	3,043,204	48.53	2,833,801	31.11	38.31	D 6.88
Tax accruals	254,104	181,161	287,469	58.68	477,900	88.07	163.80	66.24
Operating income	1,907,218	1,867,673	2,755,735	47.55	2,355,901	23.53	26.14	D 14.51
Hire of equipment, rents, etc. (net)	422,142	343,499	406,782	18.42	499,417	18.30	45.39	22.77
Net operating income	2,329,360	2,211,172	3,162,517	43.02	2,855,318	22.58	29.13	D 9.71
Maintenance of way and structures and equipment	2,003,961	1,727,142	2,171,688	25.74	2,376,375	18.58	37.59	9.42
Other operating expenses	2,150,951	1,846,072	2,568,141	39.11	2,607,468	21.27	41.24	1.53
Ratios:								
Ratio of expenses (excluding taxes) to revenues	65.78	63.56	60.90	....	63.75	....	....	4.68
Ratio of expenses (including taxes) to revenues	69.80	66.78	64.59	....	69.86	....	....	....
Ratio of total maintenance charges to revenues	31.73	30.72	27.90	....	30.40	....	....	....
Ratio of taxes to total operating revenues	4.02	3.22	3.69	....	6.11	....	....	65.58
Ratio of taxes to net operating revenues	11.76	8.84	9.45	....	16.86	....	....	....
Ratio of taxes to total income	2.77	2.11	2.50	....	4.37	....	....	....
Traffic:								
Tons carried 1 mile	1,105,525,367	1,063,094,815	1,405,193,759	33.43	1,453,682,875	31.49	38.04	3.45
Passengers carried 1 mile	46,082,688	37,431,041	49,374,505	31.77	52,628,498	14.20	40.60	6.70
Traffic units	1,151,608,055	1,090,525,856	1,454,518,264	33.29	1,506,311,373	30.80	38.13	3.56
Total freight revenue	5,214,655	4,751,592	6,430,798	35.34	6,365,735	22.07	33.97	D 1.01
Average revenue per ton-mile ....cents	.475	.451	.458	1.55	.438	D 7.79	D 2.88	D 0.44
Total passenger revenue	820.091	773,663	869,102	12.33	855,825	4.36	10.61	7.01
Average revenue per passenger-mile ....cents	1.799	2.067	1.762	D 14.75	1.721	D 4.33	D 16.74	D 2.33
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	636.75	611.49	648.75	6.09	987.81	55.13	61.54	52.26
Average number of tons of revenue freight per car-mile	31.19	29.45	34.15	15.95	36.28	16.32	23.19	6.24
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned first main track	339.70	333.50	341.50	.89	343.00	.98	1.33	0.44
Miles owned all tracks	629.31	591.00	647.00	9.48	681.20	8.24	15.26	5.29

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

KANAWHA & MICHIGAN RY.

[D denotes decrease, deficit, or debit.]

[Page 16.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over— 10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$13,091,200	$12,044,457	$14,055,436	16.70	$16,346,335	24.87	35.72	16.30
Net operating income	590,293	138,819	922,492	564.53	1,302,975	120.73	838.61	41.24
Per cent on property investment	4.51	1.15	6.56		7.97			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	14,639,151	14,029,493	15,809,567	12.69	15,378,000	5.04	9.54	D 2.73
Net corporate income (plus interest on funded debt)	591,103	139,132	922,807	563.26	1,302,374	1,204.01	836.43	41.18
Per cent on capital obligations	4.04	.99	5.84		8.47			
Ratio of net corporate income to capital stock:								
Total capital stock	9,800,000	10,000,000	10,000,000		9,000,000	D 8.16	D 10.00	10.00
Net corporate income	340,031	D 59,353	630,374	962.08	1,005,396	195.67	1,509.39	59.49
Per cent on capital stock	3.47	D .59	6.30		11.17			77.30
Dividends:								
Dividends	81,000				540,000	566.66		
Per cent on capital stock	0.83				6.00			
Interest and dividends:								
Interest and dividends	332,072	198,485	292,433	47.33	837,478	152.19	321.94	186.38
Per cent on capital obligations	2.27	1.41	1.85		5.45			
Margin of net corporate income over dividends:								
Amount of margin	259,031	D 59,353	630,374	962.08	465,396	79.66	684.11	26.17
Per cent on capital obligations	1.77	D .42	3.99		3.03			
Per cent on total operating revenues	11.93	D 4.95	22.75		14.09			
Distribution of capital obligations (per cent):								
Stock	66.94	71.28	63.25		58.53			D 7.46
Funded debt	4,839,151	4,029,493	5,809,567	44.18	6,378,000	58.28	58.28	9.78

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	82,945	76,067	89,582	17.77	104,017	25.40	36.74	16.11
Property investment per mile owned—all tracks	54,352	54,825	57,252	4.42	60,643	11.57	10.61	5.99
Capital obligations per mile owned—first main track	92,753	88,604	100,762	13.72	97,856	5.50	10.44	D 2.88
Capital obligations per mile owned—all tracks	60,779	63,860	64,397	.84	57,051	6.13	D 10.66	D 11.41
Operating results:								
Miles of first main track operated	176.68	177.04	175.60	D .81	176.60	.04	D .24	0.06
Miles of all tracks operated	261.48	238.39	268.20	12.50	299.80	14.65	25.76	11.78
Operating revenues, including outside operations	2,172,131	1,198,266	2,770,956	131.26	3,303,918	53.02	175.72	19.23
Operating expenses, including outside operations	1,645,716	1,024,348	1,934,704	89.84	2,186,168	32.84	113.42	13.00
Net operating revenue	526,415	173,918	836,252	380.83	1,117,750	112.33	542.68	33.66
Tax accruals	74,626	43,268	86,669	100.31	106,262	42.39	145.59	22.61
Operating income	451,789	130,650	749,583	473.73	1,011,488		674.20	34.94
Hire of equipment, rents, etc. (net)	138,504	8,161	172,709	2,014.20	291,437	123.88	3,468.21	56.96
Net operating income	590,293	138,819	922,492	564.52	1,302,975	120.73	838.61	41.24
Maintenance of way and structures and equipment	911,598	540,490	1,164,259	115.41	1,119,714	22.82	107.17	D 3.82
Other operating expenses	734,118	483,858	770,445	59.22	1,066,454	45.27	120.41	38.42
Ratios:								
Ratio of expenses (excluding taxes) to revenues	75.76	85.49	69.82		66.17			D 5.23
Ratio of expenses (including taxes) to revenues	79.20	89.10	72.95		69.39			
Ratio of total maintenance charges to revenues	41.97	45.11	42.02		33.89			
Ratio of taxes to total operating revenues	3.34	3.61	3.13		3.22			2.88
Ratio of taxes to net operating revenue	14.18	24.88	10.36		9.51			
Traffic:								
Tons carried 1 mile	394,466,470	196,001,952	461,142,238	135.27	712,246,180	80.55	263.39	54.45
Passengers carried 1 mile	15,847,108	10,685,692	17,166,309	60.64	19,527,336	23.22	82.73	13.75
Traffic units	410,313,578	206,687,644	478,308,547	131.41	731,773,516	78.34	254.05	52.99
Total freight revenue	1,821,961	939,164	2,394,148	154.92	2,858,751	56.90	204.39	19.41
Average revenue per ton-mile ... cents	.462	.479	.519		.401			D 22.73
Total passenger revenue	304,343	230,198	310,463	38.77	372,311	22.33	61.73	16.54
Average revenue per passenger-mile ... cents	1.920	2.154	1.860		1,906			2.69
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	521.11	444.97	551.94	24.03	937.02	79.81	110.80	69.77
Average number of tons of revenue freight per car-mile	28.57	24.67	30.55		37.69			23.37
Average number of tons of revenue freight per loaded car-mile								
Miles owned—first main track	157.83	158.34	156.90	D .91	157.15	D .43	D .75	0 16
Miles owned—all tracks	240.86	219.69	245.50	11.74	269.55	11.91	22.69	9.80

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

LEHIGH & HUDSON RIVER RY.

[D denotes decrease, deficit, or debit.]

[Page 17.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of operating income to total property investment:								
Property investment	$4,381,218	$3,405,418	$5,022,235	47.47	$5,726,496	30.71	68.15	14.02
Net operating income	271,236	171,636	424,010	147.04	426,088	57.09	148.25	00.49
Per cent on property investment	6.19	5.04	8.44		7.44			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	4,424,000	3,813,000	4,649,000	21.92	4,611,000	4.23	20.92	D 00.82
Net corporate income (plus interest on funded debt)	271,368	171,636	424,010	147.04	431,020	58.83	151.12	
Per cent on capital obligations	D 6.13	D 4.50	D 9.12		D 9.35			1.65
Ratio of net corporate income to capital stock:								
Total capital stock	1,340,000	1,340,000	1,340,000		1,340,000			
Net corporate income	107,214	46,241	245,172	430.20	272,174	153.86	488.59	11.01
Per cent on capital stock	8.00	3.45	18.29		20.01			
Dividends:								
Dividends					53,600			
Per cent on capital stock					4.00			
Interest and dividends:								
Interest and dividends	159,514	125,395	178,838	42.61	212,446	33.18	69.42	18.79
Per cent on capital obligations	D 3.61	D 3.29	D 3.85		D 4.61			
Margin of net corporate income over dividends:								
Amount of margin	107,214	46,241	245,175	430.20	218,574	103.86	372.68	D 10.85
Per cent on capital obligations	D 2.42	D 1.21	D 5.27		D 4.74			
Per cent on total operating revenues	D 11.31	D 10.84	D 17.03		D 11.82			
Per cent on income from all sources	D 11.30	D 10.84	D 17.03		D 11.79			
Distribution of capital obligations:								
Stock ... per cent	D 30.29	35.14	28.86		29.06			
Bonds ... per cent	D 67.22	D 64.86	D 71.18		D 70.90			
Funded debt	2,974,000	2,473,000	3,309,000	33.80	3,271,000	9.98	32.26	D 1.14

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	D 62,867	60,332	62,909	4.27	61,801	D 1.69	14.69	D 1.76
Property investment per mile owned—all tracks	D 42,123	43,768	40,525	......	36,809	D 12.61	D 5.83	D 9.16
Capital obligations per mile owned—first main track	61,964	60,332	62,909	4.27	61,801	D 00.26	2.43	D 1.76
Capital obligations per mile owned—all tracks	41,725	43,768	40,525	D 7.41	36,809	D 11.78	D 15.89	D 9.16
Operating results:								
Miles of first main track operated	89.71	77.20	96.60	......	96.60	7.68	25.12	......
Miles of all tracks operated	127.96	103.78	142.36	37.16	149.44	16.77	43.99	4.09
Operating revenues, including outside operations	947,952	426,441	1,440,034	237.68	1,849,435	95.09	333.69	28.42
Operating expenses, including outside operations	607,398	244,939	889,401	263.11	1,242,608	140.57	407.31	39.71
Net operating revenue	340,554	181,502	550,663	203.37	606,827	78.18	234.33	10.20
Tax accruals	25,215	9,866	37,413	279.21	48,067	91.02	387.19	28.47
Operating income	315,339	171,636	513,220	119.01	558,760	77.19	225.54	8.87
Hire of equipment, rents, etc. (net)	D 15,578	......	D 28,205	......	D 53,878	24.58	......	91.02
Net operating income	271,237	171,636	424,010	147.04	426,088	57.09	148.25	00.49
Maintenance of way and structures and equipment	226,856	85,179	338,411	297.29	500,572	120.65	487.67	47.91
Other operating expenses	380,542	159,760	550,990	244.88	742,036	94.99	364.46	34.67
Ratios:								
Ratio of expenses (excluding taxes) to revenues	63.28	57.43	61.76	......	67.19	......	......	......
Ratio of expenses (including taxes) to revenues	D 66.73	D 59.75	D 64.36	......	D 69.79	......	......	......
Ratio of total maintenance charges to revenues	D 23.93	D 19.97	D 23.50	......	D 27.07	......	......	......
Ratio of taxes to total operating revenues	2.54	2.31	2.53	......	2.65	......	......	......
Ratio of taxes to net operating revenues	D 7.40	D 5.44	D 6.79	......	D 7.92	......	......	......
Ratio of taxes to total income	D 2.66	D 2.31	D 2.60	......	D 2.59	......	......	......
Traffic:								
Tons carried 1 mile	142,979,012	38,450,704	244,561,312	......	331,727,702	132.01	762.73	35.23
Passengers carried 1 mile	1,806,269	1,363,368	1,849,054	35.62	1,917,939	6.18	40.69	3.72
Traffic units	D 144,785,281	D 39,814,072	D 246,410,366	......	D 333,645,641	130.44	738.00	35.40
Total freight revenue	883,738	371,677	1,378,531	270.89	1,712,366	93.76	36.07	24.21
Average revenue per ton-mile ... cents	.708	.960	.563	......	.516	......	......	......
Total passenger revenue	41,778	30,455	44,266	45.35	47,563	13.84	56.10	7.44
Average revenue per passenger-mile ... cents	2.308	2.234	2.394	......	2.480	......	......	......
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	340.83	199.14	449.92	176.15	513.68	50.71	157.94	14.17
Average number of tons of revenue freight per car-mile	21.10	19.06	23.61	23.87	26.48	25.49	38.92	12.15
Average number of tons of revenue freight per loaded car-mile	......	......	......	......	......	......	......	......
Miles owned—first main track	69.69	63.20	73.90	16.93	74.60	7.04	18.03	00.94
Miles owned—all track	104.01	87.14	114.72	31.65	127.44	22.52	46.47	11.08

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

LEHIGH VALLEY R. R.

[D denotes decrease, deficit, or debit.]

[Page 18.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$142,120,642	$131,206,227	$150,318,727	14.57	$159,446,969	12.19	21.52	6.07
Net operating income	11,756,262	7,083,516	13,777,663	94.50	12,712,915	8.14	79.47	D 7.73
Per cent on property investment	8.27	5.40	9.17		7.97			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations [1]	165,302,308	146,085,352	171,052,411	17.09	177,520,667	7.39	21.52	37.81
Net corporate income (plus interest on funded debt)	8,803,577	3,941,125	11,105,625	181.79	11,890,766	35.07	201.81	7.16
Per cent on capital obligations	5.33	2.70	6.49		6.70			
Ratio of net corporate income to capital stock:								
Total capital stock [1]	46,107,039	42,247,425	41,995,464	D .60	62,139,998	34.77	47.09	47.96
Net corporate income	5,437,810	1,111,589	7,293,524	556.13	8,761,828	61.13	688.23	20.13
Per cent on capital stock	11.79	2.63	17.37		14.10			
Dividends:								
Dividends	3,156,719		2,430,703		6,060,800	92.00		149.34
Per cent on capital stock	6.85		5.79		9.75			
Interest and dividends:								
Interest and dividends	6,522,486	2,829,536	6,242,804	117.10	9,189,738	40.89	224.78	47.20
Per cent on capital obligations	39.46	1.94	3.65		5.18			
Margin of net corporate income over dividends:								
Amount of margin	2,281,091	1,111,589	4,862,821	337.46	2,701,028	18.41	142.98	D 44.46
Per cent on capital obligations	1.38	.76	2.84		1.52			
Per cent on total operating revenues	6.55	4.14	1.27		6.00			
Per cent on income from all sources	6.25	3.89	12.28		5.66			
Distribution of capital obligations:								
Stock per cent	27.89	28.92	24.55		35.00			
Bonds per cent	72.11	71.08	75.45		64.10			
Funded debt [1]	119,195,269	103,837,927	129,056,947	24.29	115,380,669	D 3.20	11.12	D 10.60

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	105,297	99,211	110,682		116,606			
Property investment per mile owned—all tracks	46,558	45,883	47,580		49,122			
Capital obligations per mile owned—first main track	122,364	110,462	125,949	14.02	129,824	6.10	17.53	3.09
Capital obligations per mile owned—all tracks	54,069	51,087	54,143	5.98	54,690	1.15	7.05	1.01
Operating results:								
Miles of first main track operated	1,425.85	1,391.61	1,432.02	2.98	1,438.90	.92	3.40	.41
Miles of all tracks operated	3,157.27	2,953.65	3,261.43	10.42	3,354.83	6.26	13.58	2.86
Operating revenues, including outside operations	34,841,518	26,879,660	38,151,174	41.93	45,041,091	29.27	67.57	18.06
Operating expenses, including outside operations	22,652,777	19,699,584	23,814,256	20.89	31,385,749	38.55	59.32	31.79
Net operating revenue	12,188,741	7,180,076	14,336,918	99.68	13,655,342	12.03	90.18	D 4.76
Tax accruals	676,702	269,472	794,998	174.64	1,447,205	113.86	399.95	82.04
Operating income	11,512,039	6,890,604	13,541,919	96.53	12,208,137	6.05	77.17	D 9.85
Hire of equipment, rents, etc. (net)	244,223	192,913	235,744	22.20	504,777	106.68	161.66	114.12
Net operating income	11,756,262	7,083,516	13,777,663	94.50	12,712,915	8.14	79.47	D 7.73
Maintenance of way and structures and equipment	9,079,955	8,793,564	9,458,713	7.56	13,255,693	45.99	50.74	40.14
Other operating expenses	13,572,823	10,906,020	14,355,543	31.62	18,130,056	33.57	66.24	26.29
Ratios:								
Ratio of expenses (excluding taxes) to revenues	65.02	73.29	62.42	D 14.63	69.68	7.17	D 4.93	11.63
Ratio of expenses (including taxes) to revenues	66.96	74.36	64.50	D 13.26	72.90	8.87	D 1.96	13.02
Ratio of total maintenance charges to revenues	26.06	32.71	24.79	D 24.21	29.43	12.93	D 10.03	18.72
Ratio of taxes to total operating revenues	1.94	1.08	2.08	92.59	3.21	65.46	197.22	54.33
Ratio of taxes to net operating revenue	5.55	4.03	5.55	37.72	10.60	90.99	163.03	90.99
Ratio of taxes to total income	1.87	1.01	2.00	98.02	3.03	62.03	200.00	51.50
Traffic:								
Tons carried 1 mile								
Passengers carried 1 mile								
Traffic units								
Total freight revenue	28,142,249	21,714,471	30,579,597	40.83	36,725,138	30.50	69.13	20.10
Average revenue per ton-mile cents								
Total passenger revenue	3,985,891	3,191,639	4,330,172	35.67	4,867,554	22.12	52.51	12.41
Average revenue per passenger-mile cents								
Other transportation statistics:								
Average number of tons of revenue freight per train-mile								
Average number of tons of revenue freight per car-mile								
Average number of tons of revenue freight per loaded car-mile								
Miles owned first main track	1,349.71	1,322.50	1,358.11	2.69	1,367.40	1.31	3.40	.68
Miles owned all tracks	3,052.54	2,859.56	3 159.29	10.48	3,245.94	6.34	13.51	2.74

Excludes amounts in treasury.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

MAINE CENTRAL R. R.

[D denotes decrease, deficit, or debit.]

[Page 19.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$43,560,559	$31,731,175	$48,713,066	53.52	$55,730,841	27.93	75.63	1.44
Net operating income	2,097,644	1,568,254	2,538,780	61.89	2,456,515	17.11	56.64	D 3.24
Per cent on property investment	4.85	4.94	5.21		4.41			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	40,036,612	31,678,250	47,577,673	50.19	52,727,323	31.69	66.45	10.82
Net corporate income (plus interest on funded debt)	1,370,842	1,046,314	1,603,213	53.22	1,808,457	31.92	72.84	12.79
Per cent on capital obligations								
Ratio of net corporate income to capital stock:								
Total capital stock	16,129,709	13,918,558	16,832,281	20.93	36,609,323	126.97	163.03	117.49
Net corporate income	552,593	403,239	640,364	58.81	1,113,185	101.40	176.06	73.84
Per cent on capital stock	3.43	2.90	3.80		3.04			
Dividends:								
Dividends	372,639	298,575	398,104	33.33	1,010,277	171.11	238.37	153.77
Per cent on capital stock	2.38	2.15	2.37		2.76			
Interest and dividends:								
Interest and dividends	1,190,788	941,650	1,360,953	44.53	1,705,549	43.23	81.12	25.32
Per cent on capital obligations	2.97							
Margin of net corporate income over dividends:								
Amount of margin	180,054	104,664	242,259		102,907			
Per cent on capital obligations	.45							
Per cent on total operating revenues								
Per cent on income from all sources								
Distribution of capital obligations:								
Stock ... per cent	40.29	43.94	35.38		69.43			
Bonds ... per cent								
Funded debt	23,906,903	17,759,692	30,745,392	73.12	16,118,000	D 32.58	D 9.24	D 47.58

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first umin track	40,837	38,890	41,833		46,352			
Property investment per mile owned—all tracks	30,009	28,152	30,484		34,188			
Capital obligations per mile owned—first main track	37,594	38,825	40,858	5.23	43,854	16.68	12.95	7.33
Capital obligations per mile owned—all tracks	27,622	28,105	29,773	5.93	32,345	17.09	15.09	8.64
Operating results:								
Miles of first main track operated	1,062.28	815.93	1,164.71	42.74	1,217.35	14.59	49.19	4.50
Miles of all tracks operated	1,445.67	1,127.14	1.598.24	41.79	1,657.87	14.68	47.08	9.99
Operating revenues, including outside operations	8,806,924	6,649,060	9,952,178	49.68	11,499,768	30.58	72.95	15.55
Operating expenses, including outside operations	6,279,156	4,776,757	6,882,073	44.28	8,456,233	54.67	77.03	22.87
Net operating revenue	2,527,768	1,872,303	3,070,105	63.92	3,043,535	20.40	62.54	D 00.86
Tax accruals	353,981	226,590	449,425	98.34	548,622	54.99	142.12	22.07
Operating income	2,173,787	1,645,713	2,620,680	59.24	2,494,913	14.77	51.60	D 4.80
Hire of equipment, rents, etc. (net)	D 76,143	D 77,460	D 81,900	5.73	D 38,397	D 49.57	D 50.43	D 53.12
Net operating income	2,097,644	1,568,254	2,538,780	61.89	2,456,515	17.11	56.64	D 3.24
Maintenance of way and structures and equipment	2,754,658	2,310,053	2,880,286	24.67	3,441,878	24.22	49.00	19.49
Other operating expenses	3,524,498	2,466,704	4,001,787	62.23	5,014,355	42.29	103.28	25.30
Ratios:								
Ratio of expenses (excluding taxes) to revenues	71.25	71.84	69.15		71.76			
Ratio of expenses (including taxes) to revenues								
Ratio of total maintenance charges to revenues								
Ratio of taxes to total operating revenues	3.89	3.41	4.52		4.77			
Ratio of taxes to net operating revenue								
Ratio of taxes to total income								
Traffic:								
Tons carried 1 mile	488,746,210	341,087,600	584,226,824	71.22	656,378,164	34.30	92.43	12.35
Passengers carried 1 mile	139,726,436	111,961,235	153,118,183	36.75	168,653,608	20.70	50.64	10.15
Traffic units								
Total freight revenue	5,204,706	3,871,614	5,940,130	53.43	7,130,748	37.00	84.18	20.04
Average revenue per ton-mile....cents	1.068	1.135	1.017		1.086			
Total passenger revenue	2,885,578	2,300,392	3,195,449	38.90	3,511,509	21.69	52.65	9.89
Average revenue per passenger-mile....cents	2.061	2.055	2.087		2.082			
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	253.02	234.18	269.85	15.23	259.14	2.42	10.65	D 3.96
Average number of tons of revenue freight per car-mile	14.52	12.68	16.04	26.49	15.26	5.09	20.34	D 4.86
Average number of tons of revenue freight per loaded car-mile								
Miles owned—first main track	1,060.66	815.93	1,164.46	42.71	1,202.33	13.34	47.36	3.26
Miles owned—all tracks	1,442.80	1,127.14	1,597.99	41.77	1,630.14	12.98	44.62	2.00

Shriver Exhibit No. 2—Continued.

Summary of 10-year statement—Continued.

NEW YORK CENTRAL LINES.

[D denotes decrease, deficit, or debit.]

[Page 20.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$1,053,226,226	$882,750,906	$1,183,342,995	34.05	$1,342,949,168	27.51	52.13	13.49
Net operating income	53,169,105	44,751,018	69,699,578	55.75	73,465,169	38.17	64.16	5.40
Per cent on property investment	5.05	5.07	5.90	16.37	5.47	8.32	7.69	D 7.29
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	1,062,487,472	834,114,204	1,209,005,988	44.94	1,315,206,374	23.79	57.68	8.78
Net corporate income (plus interest on funded debt)	58,319,999	46,154,971	77,172,613	67.20	80,621,168	38.26	74.67	4.47
Per cent on capital obligations	5.49	5.53	6.38	15.37	6.13	11.66	10.85	D 3.92
Ratio of net corporate income to capital stock:								
Total capital stock	329,231,781	289,389,738	376,665,882	30.16	364,396,258	10.68	25.92	D 3.26
Net corporate income	28,571,374	22,859,850	43,655,202	90.97	40,370,473	41.30	76.60	D 7.52
Per cent on capital stock	8.68	7.90	11.59	46.71	11.08	27.65	40.25	D 4.40
Dividends:								
Dividends	18,228,825	15,034,221	23,904,119	59.00	19,806,628	8.65	31.74	D 17.14
Per cent on capital stock	5.54	5.20	6.35	22.12	5.44	D 1.81	4.61	D 14.33
Interest and dividends:								
Interest and dividends	47,977,450	38,329,341	57,421,530	49.81	60,057,324	25.18	56.69	4.59
Per cent on capital obligations	4.52	4.59	4.75	3.48	4.57	1.11	D .44	D 3.79
Margin of net corporate income over dividends:								
Amount of margin	10,342,549	7,825,629	19,751,083	152.39	20,563,845	98.83	162.77	4.11
Per cent on capital obligations	.97	.94	1.63	73.40	1.56	60.82	65.96	D 4.29
Per cent on total operating revenues	4.54	4.22	7.56	79.15	6.63	46.04	57.11	D 12.31
Distribution of capital obligations:								
Stock...per cent	30.99	34.69	31.16	D 10.20	27.71	D 10.58	D 20.12	D 11.08
Bonds...per cent	69.01	65.31	68.84	5.41	72.29	4.75	10.69	5.01
Funded debt	733,255,691	544,724,466	832,340,106	52.80	950,810,116	29.67	74.55	14.23

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	88,888	76,363	98,607	29.13	111,390	25.32	45.87	12.96
Property investment per mile owned—all tracks	45,202	42,536	48,198	13.31	52,142	15.35	22.58	8.18
Capital obligations per mile owned—first main track	89,671	72,155	100,745	39.62	109,090	21.66	51.19	8.28
Capital obligations per mile owned—all tracks	67,194	57,137	73,766	29.10	77,114	14.76	34.96	4.54
Operating results:								
Miles of first main track operated	12,338.47	11,897.15	12,574.12	5.69	12,690.27	2.85	6.67	.92
Miles of all tracks operated	23,881.69	21,155.44	25,231.85	19.27	26,671.54	11.68	26.07	5.71
Operating revenues (including outside operations)	227,701,272	185,572,424	261,111,292	40.71	310,092,523	36.19	67.10	18.76
Operating expenses (including outside operations)	163,423,292	131,908,113	179,377,500	35.99	221,696,507	35.66	68.07	23.59
Net operating revenue	64,277,980	53,664,311	81,733,792	52.31	88,396,016	37.52	64.72	8.15
Tax accruals	8,804,065	6,805,070	9,666,999	42.05	12,787,167	45.24	87.91	32.28
Operating income	55,473,915	46,859,241	72,066,793	53.79	75,608,849	36.30	61.35	4.91
Hire of equipment, rents, etc. (net)	D 2,304,810	D 2,108,223	D 2,367,215	12.28	D 2,143,680	D 6.99	1.68	D 9.44
Net operating income	53,169,105	44,751,018	69,699,578	55.75	73,465,169	38.17	64.18	5.40
Maintenance of way and structures and equipment	67,264,352	58,145,121	71,283,812	22.60	92,592,286	37.65	59.24	29.89
Other operating expenses	93,126,531	73,762,992	101,684,005	37.85	121,178,640	30.12	64.28	19.17
Ratios:								
Ratio of expenses (excluding taxes) to revenues	71.77	71.08	68.70	D 3.35	71.49	D .39	.58	4.06
Ratio of expenses (including taxes) to revenues	75.64	74.75	72.40	D 3.14	75.62	D .03	1.16	4.45
Ratio of total maintenance charges to revenues	29.54	31.33	27.30	D 12.86	29.86	1.08	D 4.69	9.38
Ratio of taxes to total operating revenues	3.87	3.67	3.70	.82	4.12	6.46	12.26	11.35
Ratio of taxes to net operating revenue	13.70	12.68	11.83	D 6.71	14.47	5.62	14.12	22.32
Traffic:								
Tons carried 1 mile	25,043,706,797	20,723,729,613	28,823,135,107	39.08	34,424,312,942	37.46	66.11	19.43
Passengers carried 1 mile	3,041,775,439	2,471,102,416	3,434,129,404	38.97	3,790,834,522	24.62	53.41	10.38
Traffic units	28,085,482,236	23,194,832,029	32,257,264,511	39.07	38,215,147,464	36.06	64.76	18.47
Total freight revenue	151,919,389	126,670,006	174,166,288	37.50	208,374,450	37.16	64.50	19.64
Average revenue per ton-mile ... cents	.607	.611	.604	D 1.15	.605	D .33	D .98	.16
Total passenger revenue	56,164,739	46,503,295	62,570,531	34.55	72,112,335	28.39	55.07	15.25
Average revenue per passenger-mile ... cents	1.85	1.88	1.82	D 3.19	1.90	2.70	1.06	4.39
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	445.25	400.67	469.09	17.08	536.92	20.59	34.01	14.46
Average number of tons of revenue freight per car-mile	12.38	11.65	12.94	11.07	13.77	11.23	18.20	6.41
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned—first main track	11,848.76	11,560.00	12,000.62	3.81	12,056.17	1.75	4.29	.46
Miles owned—all tracks	23,300.20	20,752.89	24,551.86	18.31	25,755.45	10.54	24.10	4.91

SHRIVER EXHIBIT NO. 2—Continued.

Summary of 10-year statement—Continued.

NEW YORK, NEW HAVEN & HARTFORD R. R.

[D denotes decrease, deficit, or debit.]

[Page 21.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over— 10-year average.	Per cent of increase 1913 over— 1903	Per cent of increase 1913 over— 1910
Ratio of net operating income to total property investment:								
Property investment	$219,990.201	$168.203,101	$251,839.297	49.72	$266,653,131	21.21	58.53	5.88
Net operating income	14,170.344	9,955,664	17,960,296	80.40	16,658.660	17.56	67.33	D 7.25
Per cent on property investment	6.44	5.92	7.13	....	6.25	....	....	....
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	326.170.312	156.236.743	424,913.064	171.97	442,345,850	35.62	183.13	4.10
Net corporate income (plus interest on funded debt), dollars	16,672,185	8,030.902	23,306.367	190.21	21,695,749	30.13	170.15	D 6.91
Per cent on capital obligations	5.11	5.14	5.48	....	4.90	....	....	....
Ratio of net corporate income to capital stock:								
Total capital stock	136,823.[illegible]90	96,283.243	166,720.200	73.16	178.576,800	30.52	85.47	7.11
Net corporate income	10,476,714	6,840,937	12,628,908	84.61	10,666,619	1.81	55.92	D 15.54
Per cent on capital stock	7.66	7.11	7.57	....	5.97	....	....	....
Dividends:								
Dividends	10,236,794	6,632,403	11,593,195	74.80	15,230,945	48.79	129.64	31.38
Per cent on capital stock	7.48	6.89	6.95	....	8.53	....	....	....
Interest and dividends:								
Interest and dividends	16,432,266	7,822,368	22,270,653	184.70	26,260,074	59.81	235.70	17.91
Per cent on capital obligations	5.04	5.01	5.24	....	5.94	....	....	....
Margin of net corporate income over dividends:								
Amount of margin	239,920	208,534	1,035,713	39.67	D 4,564,326	1,802.44	2,088.76	340.69
Per cent on capital obligations	.07	.13	.24	....	1.03	....	....	....
Per cent on total operating revenues	.43	.44	1.64	....	.65	....	....	....
Per cent on income from all sources	.39	.44	1.45	....	5.75	....	....	....
Distribution of capital obligations:								
Stock .... per cent	41.94	61.63	39.24	....	40.37	....	....	....
Bonds .... per cent	58.06	38.37	60.76	....	59.63	....	....	....
Funded debt	189,346,322	59,953,500	258,192,864	330.66	263,769.050	39.31	339.95	2.16

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	109,702	83,787	126,145		133,631			
Property investment per mile owned—all tracks	51,991	41,774	57.757		59,491			
Capital obligations per mile owned—first main track	162,650	77,826	212,836	173.48	221,677	36.29	184.84	4.15
Capital obligations per mile owned—all tracks	77,084	38,802	95,386	145.83	98,689	28.03	154.34	3.46
Operating results:								
Miles of first main track operated	2,005.35	2,007.52	1,996.43	D .55	1,995.45	D .49	D .60	D .05
Miles of all tracks operated	4,231.35	4,026.53	4,360.31	8.29	4,482.22	5.93	11.32	2.80
Operating revenues, including outside operations	55,809,354	46,932,332	62,916,974	34.06	70,215,979	25.81	49.61	11.60
Operating expenses, including outside operations	37,152,945	33,353,017	39,604,052	18.74	48,181,368	29.69	44.47	21.67
Net operating revenue	18,656,409	13,579,315	23,312,922	71.68	22.031,611	18.09	61.51	D 5.50
Tax accruals	3,140,681	2,385,390	3,983,377	86.99	3,714,756	18.28	55.72	D 6.74
Operating income	15,515,728	11,193,925	19,329,545	72.68	18,316,855	18.05	63.63	D 5.24
Hire of equipment, rents, etc. (net)	D 1,315,384	D 1,238,261	D 1,363,249	10.58	D 1,658,195	23.25	33.91	21.10
Net operating income	14,170,344	9,955,664	17,960,296	80.40	16,658,660	17.55	67.32	D 7.25
Maintenance of way and structures and equipment	12,010,835	10,427,611	13,594,148	30.36	17,493,759	45.29	67.76	28.69
Other operating expenses	25,112,108	22,925,376	26,009,904	13.45	30,690,609	22.22	33.87	18.00
Ratios:								
Ratio of expenses (excluding taxes) to revenues	66.57	71.07	62.95		68.62			
Ratio of expenses (including taxes) to revenues	72.20	76.15	69.28		73.91			
Ratio of total maintenance charges to revenues	21.57	22.22	21.61		24.92			
Ratio of taxes to total operating revenues	5.63	5.08	6.33		5.29			
Ratio of taxes to net operating revenue	16.83	17.57	17.09		16.86			
Ratio of taxes to total income	5.15	4.99	5.61		4.68			
Traffic:								
Tons carried 1 mile	1,915,780.823	1,627,858.848	2,124,680.965	30.52	2,532,746.840	32.20	55.59	19.21
Passengers carried 1 mile	1,345,428.049	1,114,313,020	1,506,907,990	35.23	1,605.902.772	19.36	44.12	6.57
Traffic units	3,261,208.872	2,742.171,868	3,631.588,955	32.43	4,138,649,612	26.91	50.93	13.68
Total freight revenue	27,294,027	23,795.666	30,110.588	26.54	34,071.975	24.83	43.19	13.16
Average revenue per ton-mile ...cents	14.25	14.62	14.17		13.45			
Total passenger revenue	22,606,042	19,271,635	24,885,865	29.13	27,896.300	23.41	44.75	12.10
Average revenue per passenger-mile ...cents	16.80	17.29	16.51		17.37			
Other transportation statistics:								
Average number of tons of revenue freight per train-mile								
Average number of tons of revenue freight per car-mile								
Average number of tons of revenue freight per loaded car-mile								
Miles owned—first main-line track	2,005.35	2,007.52	1,996.43	D .55	1,995.45	D .49	D .60	D .05
Miles owned—all tracks	4,231.35	4,026.53	4,360.31	8.29	4,482.22	5.93	11.32	2.80

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

NEW YORK, ONTARIO & WESTERN RY.

[Denotes decrease, deficit, or debit.]

[Page 22.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$83,623,503	$77,029,691	$84,704,704	9.09	$87,179,522	4.25	13.18	2.92
Net operating income	2,082,467	1,666,420	2,294,066	37.66	2,470,660	18.64	48.26	7.69
Per cent on property investment	2.49	2.16	2.71		2.83			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	85,690,975	79,834,983	86,760,983	8.68	93,056,983	8.59	16.56	7.26
Net corporate income (plus interest on funded debt)	2,264,897	1,865,488	2,422,773	29.87	2,469,111	9.02	32.36	1.91
Per cent on capital obligations	2.64	2.34	2.79		2.65			
Ratio of net corporate income to capital stock:								
Total capital stock	60,137,983	60,137,983	60,137,983		60,137,983			
Net corporate income	1,166,454	860,971	1,312,797	52.47	1,211,633	3.88	40.73	D 7.70
Per cent on capital stock	1.94	1.43	2.18		2.01			
Dividends:								
Dividends	959,211		1,162,328		1,162,340	21.17		
Per cent on capital stock	1.59		1.93		1.93			
Interest and dividends:								
Interest and dividends	2,057,654	1,004,517	2,272,304	26.66	2,419,818	17.60	14.09	6.49
Per cent on capital obligations	2.40	1.26	2.62		2.60			
Margin of net corporate income over dividends:								
Amount of margin	207,243	860,971	150,469	D 82.52	49,293	D 76.21	D 94.27	D 67.24
Per cent on capital obligations	.24	1.08	.17		.05			
Per cent on total operating revenues	2.61	13.94	1.71		.51			
Per cent on income from all sources	2.47	13.09	1.64		.50			
Distribution of capital obligations:								
Stock ... per cent	70.18	75.33	69.31		64.62			
Bonds ... per cent	29.82	24.67	30.69		35.38			
Funded debt	25,552,993	19,697,000	26,623,000	35.16	32,919,000	28.82	67.13	23.64

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	184,583	170,851	188,934	10.58	186,253	.9	9.01	D 1.42
Property investment per mile owned—all tracks	111,367	117,968	108,654	D 7.89	104,298	D 6.34	D 11.59	D 4.09
Capital obligations per mile owned—first main track	189,146	177,073	193,520	9.29	198,810	5.10	12.27	2.73
Capital obligations per mile owned—all tracks	114,121	122,264	111,292	D 8.97	111,329	D 2.44	D 8.94	.03
Operating results:								
Miles of first main track operated	550.58	548.40	545.87	D .46	565.61	2.72	3.16	3.62
Miles of all tracks operated	922.91	823.83	952.46	15.61	1,009.60	9.39	22.55	6.00
Operating revenues, including outside operations	7,929,670	6,176,518	8,778,537	42.13	9,653,911	21.74	56.30	9.97
Operating expenses, including outside operations	5,402,424	3,975,942	6,125,743	54.07	6,730,921	24.59	69.29	9.87
Net operating revenue	2,527,246	2,200,576	2,652,794	20.55	2,922,990	15.65	32.38	10.19
Tax accruals	182,708	149,587	211,693	41.44	231,092	26.48	54.39	9.16
Operating income	2,344,538	2,050,988	2,441,101	19.03	2,691,898	14.81	31.25	10.28
Hire of equipment, rents, etc. (net)	D 262,071	D 384,568	D 147,034	D 61.77	D 221,238	D 15.58	D 42.47	50.47
Net operating income	2,082,467	1,666,420	2,294,066	37.66	2,470,660	18.64	48.26	7.69
Maintenance of way and structures and equipment	2,210,189	1,757,056	2,350,500	33.77	2,700,630	22.19	53.70	14.85
Other operating expenses	3,192,370	2,218,886	3,775,243	70.14	4,030,291	26.25	81.63	6.76
Ratios:								
Ratio of expenses (excluding taxes) to revenues	67.10	63.48	68.56	....	68.73	....	....	....
Ratio of expenses (including taxes) to revenues	....	....	....	....	....	....	....	....
Ratio of total maintenance charges to revenues	....	....	....	....	....	....	....	....
Ratio of taxes to total operating revenues	2.33	2.42	2.47	2.06	2.44	4.76	.82	D 1.21
Ratio of taxes to net operating revenue	....	....	....	....	....	....	....	....
Ratio of taxes to total income	....	....	....	....	....	....	....	....
Traffic:								
Tons carried 1 mile	752,545,940	580,406,194	837,672,900	44.15	933,144,824	24.00	60.77	11.39
Passengers carried 1 mile	75,105,759	52,906,057	85,364,944	61.35	87,345,478	16.29	65.10	2.32
Traffic units	....	....	....	....	....	....	....	....
Total freight revenue	6,108,992	4,964,601	6,649,635	33.93	7,311,127	19.67	47.26	9.95
Average revenue per ton-mile.....cents	.817	.855	.794	D 7.13	.783	D 4.16	D 8.42	D 1.40
Total passenger revenue	1,405,092	981,288	1,592,250	62.26	1,689,675	20.25	70.15	6.12
Average revenue per passenger-mile.....cents	1.880	1.854	1.865	.59	1.934	2.87	4.31	3.70
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	261.00	238.17	270.00	13.36	308.00	18.00	29.31	1.41
Average number of tons of revenue freight per car-mile	22.15	21.70	21.23	D 2.12	23.98	8.26	10.51	12.95
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned—first main track	453.04	450.86	448.33	D .56	468.07	3.31	3.81	4.40
Miles owned—all tracks	750.88	652.97	779.58	19.38	835.87	11.32	28.01	7.22

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

NORFOLK & WESTERN RY.

[Denotes decrease, deficit, or debit.]

[Page 23.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$175,020,211	$146,874,737	$200,498,926	36.51	$226,448,827	29.38	54.17	12.89
Net operating income	10,739,693	8,463,245	13,476,215	59.23	14,886,036	38.60	75.89	10.46
Per cent on property investment	6.14	5.76	6.72		6.57			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	186,596,860	145,100,500	207,759,500	43.18	235,178,620	26.03	62.07	13.20
Net corporate income (plus interest on funded debt)	10,410,169	7,971,143	13,696,989	71.83	15,353,103	47.48	92.60	12.09
Per cent on capital obligations	5.58	5.49	6.59		6.53			
Ratio of net corporate income to capital stock:								
Total capital stock	92,083,300	89,000,000	91,896.000	32.53	123,133,300	33.71	36.10	38.35
Net corporate income	6,543,335	5,534,828	8,835,607	59.64	11,106,641	69.74	100.62	25.70
Per cent on capital stock	7.11	6.22	9.61		9.02			
Dividends:								
Dividends	3,820,286	2,853,600	4,214,511	47.69	6,706,464	75.54	135.01	59.13
Per cent on capital stock	4.15	3.21	4.59		5.45			
Interest and dividends:								
Interest and dividends	7,687,119	5,289,915	9,075,892	71.56	10,952,926	42.48	107.05	20.68
Per cent on capital obligations	4.12	3.65	4.37		4.66			
Margin of net corporate income over dividends:								
Amount of margin	2,723,049	2,681,228	4,621,096	72.35	4,400,177	61.59	64.11	D 4.78
Per cent on capital obligations	1.46	1.85	2.22		1.87			
Per cent on total operating revenues	9.18	12.71	13.14		10.02			
Distribution of capital obligations:								
Stock . . . per cent	49.35	61.34	44.23	27.90	52.36	6.10	D 14.64	18.38
Bonds . . . per cent	50.65	38.66	55.77		47.61			
Funded debt	94,513,560	56,100,500	115,863,500	106.52	112,045,320	18.54	99.72	D 3.29

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	93,269	85,305	103,494	21.32	112,059	D 20.14	D 31.36	8.28
Property investment per mile owned—all tracks	58,508	60,377	61,079	1.16	62,559	D 6.92	D 3.60	2.42
Capital obligations per mile owned—first main track	99,438	84,275	107,242	27.25	116,379	17.04	38.09	8.52
Capital obligations per mile owned—all tracks	62,378	59,648	63,291	6.10	64,970	4.15	8.92	2.65
Operating results:								
Miles of first main track operated	1,892.50	1,721.76	1,951.28	13.33	2,034.78	7.51	18.18	4.28
Miles of all tracks operated	3,008.91	2,432.62	3,296.57	35.51	3,633.76	20.76	49.38	10.23
Operating revenues, including outside operations	29,673,155	21,100,290	35,170,685	66.68	43,923,647	48.03	108.11	24.89
Operating expenses, including outside operations	18,405,380	12,332,306	21,162,074	71.60	28,757,148	56.24	133.19	35.89
Net operating revenue	11,267,775	8,767,984	14,008,611	59.77	15,166,499	34.60	72.98	8.27
Tax accruals	943,218	480,219	1,118,965	133.01	1,452,000	53.94	202.36	29.76
Operating income	10,324,557	8,287,765	12,889,646	55.53	13,714,499	32.83	65.48	6.40
Hire of equipment, rents, etc. (net)	415,136	175,480	586,569	234.26	1,171,537	182.20	567.62	99.73
Net operating income	10,739,693	8,463,245	13,476,215	59.23	14,886,036	38.61	75.89	10.46
Maintenance of way and structures and equipment	8,611,110	5,795,614	9,703,952	51.90	13,879,591	61.18	139.48	43.03
Other operating expenses	9,794,270	6,536,692	11,458,122	75.29	14,877,557	51.90	127.60	29.84
Ratios:								
Ratio of expenses (excluding taxes) to revenues	62.03	58.44	60.17		65.47			
Ratio of expenses (including taxes) to revenues	65.21	60.72	63.85	68.78				
Ratio of total maintenance charges to revenues	29.02	27.47	27.59		31.60			
Ratio of taxes to total operating revenues	3.18	2.28	3.18		3.31			
Ratio of taxes to net operating revenue	8.37	5.48	7.99		9.57			
Traffic:								
Tons carried 1 mile	5,391,784,545	3,639,684,856	6,722,495,887	84.69	8,856,070,381	64.25	143.31	31.77
Passengers carried 1 mile	168,983,434	123,124,635	181,068,855	47.06	219,996,213	30.19	78.67	21.50
Traffic units	5,560,767,979	3,762,809,491	6,903,564,742	83.46	9,076,066,594	63.22	141.22	31.46
Total freight revenue	24,981,051	17,676,349	30,037,796	69.93	37,588,024	50.47	112.65	25.14
Average revenue per ton-mile......cents	.463	0.486	0.447		0.424			D 5.15
Total passenger revenue	3,682,852	2,806,087	3,924,890	39.36	4,715,294	28.03	68.03	20.14
Average revenue per passenger-mile......cents	2.179	2.279	2.168	4.87	2.143	D 1.65	D 5.96	D 1.15
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	579.93	486.27	535.48	10.11	763.84	31.71	57.08	42.65
Average number of tons of revenue freight per car-mile	26.52	23.26	29.23	25.66	30.57	15.27	31.42	4.58
Average number of tons of revenue freight per loaded car-mile								
Miles owned first main track	1,876.51	1,721.76	1,937.30	12.51	2,020.80	7.69	17.37	4.31
Miles owned all tracks	2,991.38	2,432.62	3,282.59	34.94	3,619.78	21.00	48.80	10.27

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

PENNSYLVANIA SYSTEM.

[D denotes decrease, deficit, or debit.]

[Page 24.

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$1,078,273,073	$856,182,904	$1,179,746,058	37.79	$1,386,932,977	28.63	61.99	17.56
Net operating income	73,460,803	64,128,207	87,474,251	36.41	75,988,740	3.44	18.50	D 13.13
Per cent on property investment	6.81	7.49	7.41	D 1.07	5.48	D 19.53	D 22.83	D 26.05
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	1,092,061,741	789,871,364	11198;731,518	51.76	1,231,138,848	12.74	55.87	2.70
Net corporate income (plus interest on funded debt)	82,396,463	69,412,920	98,727,211	42.23	86,972,122	5.55	25.30	D 11.91
Per cent on capital obligations	7.54	8.78	8.24	D 6.16	7.06	D 6.37	D 19.59	D 14.32
Ratio of net corporate income to capital stock:								
Total capital stock	460,737,661	347,127,732	526,074,680	50.97	615,873,129	33.67	77.42	17.07
Net corporate income	55,840,649	48,824,790	69,267,352	41.87	59,375,211	6.33	21.61	D 14.26
Per cent on capital stock	12.12	14.06	13.17	D 6.34	9.64	D 20.46	D 31.44	D 26.80
Dividends:								
Dividends	28,664,566	19,513,636	34,373,350	76.15	34,937,260	21.88	79.04	1.64
Per cent on capital stock	6.04	5.62	6.53	16.19	5.67	D 6.13	.89	D 13.17
Interest and dividends:								
Interest and dividends	55,219,380	40,101,766	63,833,209	59.18	61,534,171	11.44	53.45	D 3.60
Per cent on capital obligations	5.06	5.08	5.33	4.92	5.00	D 1.19	D 1.57	D 6.19
Margin of net corporate income over dividends:								
Amount of margin	27,176,083	29,311,154	34,894,002	19.06	24,437,951	D 10.08	D 16.63	D 29.97
Per cent on capital obligations	2.49	3.71	2.91	D 21.57	1.98	D 20.48	D 46.63	D 31.96
Per cent on total operating revenues	9.32	12.55	10.40	D 20.00	6.39	D 31.44	D 49.08	D 38.56
Per cent on income from all sources	....	....	....	....	....	....	....	....
Distribution of capital obligations:								
Stocks ... per cent	42.19	43.95	43.89	D 0.14	50.02	18.56	13.81	13.97
Bonds ... per cent	57.81	56.05	56.11	.11	49.98	D 13.54	D 10.82	D 10.92
Funded debt	631,324.080	442,743,632	672,656,838	51.93	615,265,719	D 2.54	38.97	D 8.53

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	101,626.11	82,243.31	110,432.09	34.27	128,206.04	26.15	55.89	1.69
Property investment per mile owned—all tracks	48,568.67	43,551.70	51,126.58	17.39	57,825.49	18.03	31.63	12.12
Capital obligations per mile owned—first main track	10,292,751	7,587,621	11,220,926	....	11,380,466	10.57	49,99	1.42
Capital obligations per mile owned—all tracks	4,918,925	4,017,861	5,194,936	....	5,088,612	3.45	26.65	D 2.05
Operating results:								
Miles of first main track operated	10,965.00	10,629.00	11,062.00	4.07	11,225.00	2.37	5.61	1.47
Miles of all tracks operated	22,826.00	19,904.00	23,807.00	19.61	25,061.00	9.88	25.91	5.27
Operating revenues, including outside operations	291,517,358	233,584,945	335,388,574	43.58	382,446,214	31.19	63.73	14.03
Operating expenses, including outside operations	207,125,854	160,999,429	235,626,936	46.35	290,119,075	40.07	81.99	23.13
Net operating revenue	84,391,504	72,585,516	99,761,638	25.35	92,327,139	9.40	27.20	D 7.45
Tax accruals	9,290,577	6,349,813	11,169,174	75.90	15,248,953	64.13	140.15	36.53
Operating income	75,100,927	66,235,703	88,592,464	33.75	77,078,186	2.63	16.37	D 13.00
Hire of equipment, rents, etc. (net)	D 1,640,124	D 2,107,496	D 1,418,805	....	D 1,089,446	33.56	D 48.31	23.21
Net operating income	73,460,803	64,128,207	87,474,251	36.41	75,988,740	3.44	18.50	D 13.13
Maintenance of way and structures and equipment	85,745,667	66,559,851	100,771,618	51.40	126,722,427	47.79	90.39	25.75
Other operating expenses	121,367,058	94,411,595	134,855,317	42.84	163,396,648	34.63	73.49	21.11
Ratios:								
Ratio of expenses (excluding taxes) to revenues	71.05	68.93	70.25	1.91	75.86	6.77	10.05	7.99
Ratio of expenses (including taxes) to revenues	74.23	71.64	73.59	2.72	79.85	7.51	11.46	8.51
Ratio of total maintenance charges to revenues	29.41	28.49	30.05	....	33.13	12.65	16.29	10.25
Ratio of taxes to total operating revenues	3.18	2.72	3.33	22.79	3.99	25.47	46.69	19.82
Ratio of taxes to net operating revenue	11.01	8.75	11.20	28.00	16.52	50.05	88.80	47.50
Ratio of taxes to total income	....	....	....	....	....	....	....	....
Traffic:								
Tons carried 1 mile	31,939,738,504	25,192,345,977	37,437,726,017	48.61	42,874,515,240	34.23	70.19	14.52
Passengers carried 1 mile	3,523,315,824	2,771,787,998	3,935,025,810	41.97	4,588,820,048	30.24	65.55	16.61
Traffic units	35,463,054,328	27,964,133,975	41,372,751,827	47.95	47,463,335,288	33.84	69.73	14.72
Total freight revenue	199,332,023	161,826,176	230,783,584	42.61	259,861,311	30.37	60.58	12.60
Average revenue per ton-mile . . . cents	0.624	0.642	0.616	D 4.05	0.606	D 2.88	D 5.61	D 1.62
Total passenger revenue	66,838,847	55,402,812	71,438,603	28.94	83,727,637	25.27	51.13	17.21
Average revenue per passenger-mile . . . cents	1.897	1.998	1.815	D 9.16	1.820	D 4.06	D 8.91	.28
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	....	....	....	....	....	....	....	....
Average number of tons of revenue freight per car-mile	....	....	....	....	....	....	....	....
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned first main track	10,610.00	10,410.00	10,683.00	2.62	10,818.00	1.96	3.92	.13
Miles owned all tracks	22,201.00	19,659.00	23,075.00	17.38	24,194.00	8.98	23.07	4.85

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

PERE MARQUETTE R. R. CO.

[D denotes decrease, deficit, or debit.]

[Page 25.]

Item.	9½-year average 1903–1912.	12 months ending Dec. 31, 1903.	1910	Per cent of increase 1910 over 1903.	12 months ending June 30, 1913.	Per cent of increase 1913 over—		
						9½-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	A $82,137,279	$68,701,497	$87,748,170	27.72	$91,181,593	11.01	32.72	3.91
Net operating income	2,330,133	3,484,118	3,320,256	D 4.70	1,879,805	D 19.32	D 40.05	D 40.33
Per cent on property investment	2.84	5.07	3.78	....	2.03	....	....	....
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	A 86,579,447	71,773,622	89,766,869	25.07	107,046,313	23.64	49.14	19.24
Net corporate income (plus interest on funded debt)	2,443,581	3,467,162	3,394,379	D 2.10	1,969,567	D 19.39	D 43.11	D 40.19
Per cent on capital obligations	2.82	4.83	3.78	....	1.84	....	....	....
Ratio of net corporate income to capital stock:								
Total capital stock	27,955,122	28,000,000	28,303,002	1.09	26,327,210	D 5.82	D 5.97	D 6.99
Net corporate income	D 247,945	1,616,678	469,714	D 70.95	D 1,595,550	543.48	D 198.69	239.68
Per cent on capital stock	D .89	5.77	1.66	....	D 6.08	....	....	....
Dividends:								
Dividends	167,013	703,542	....	....	....	....	....	....
Per cent on capital stock	.60	2.51	....	....	....	....	....	....
Interest and dividends:								
Interest and dividends	2,858,539	2,554,026	2,924,665	14.51	3,565,117	24.73	3.95	2.18
Per cent on capital obligations	3.30	3.56	3.26	....	3.33	....	....	....
Margin of net corporate income over dividends:								
Amount of margin	D 414,958	913,136	469,714	D 48.56	1,595,550	284.50	74.73	239.68
Per cent on capital obligations	D .48	1.27	.52	....	1.49	....	....	....
Per cent on total operating revenues	D 2.91	8.04	2.04	....	8.86	....	....	....
Per cent on income from all sources	D 2.91	8.04	2.82	....	8.78	....	....	....
Distribution of capital obligations:								
Stock .... per cent	A 32.29	39.01	31.53	....	24.59	....	....	....
Bonds .... per cent	67.71	60.99	68.47	....	75.41	....	....	....
Funded debt	A 58,624,325	43,773,622	61,460,867	40.41	80,719,103	37.69	84.40	31.33

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	38,952	32,342	42,591	31.69	44,407	14.00	37.30	D .42
Property invested per mile owned—all tracks	28,909	24,821	31,353	26.31	31,292	8.24	2.61	D .19
Capitol obligations per mile owned—first main track	41,059	33,788	43,571	28.95	52,134	26.97	54.30	19.65
Capital obligations per mile owned—all tracks	30,472	25,931	32,074	23.69	36,736	20.54	41.6	14.54
Operating results:								
Miles of first main track operated	2,325.48	2,195.59	2,328.34	6.05	2,330.17	.21	6.13	.58
Miles of all tracks operated	3,266.89	2,905.93	3,321.67	14.65	3,446.10	5.48	18.59	3.75
Operating revenues, including outside operations	14,255,016	11,356,436	16,542,271	45.66	18,007,717	26.32	58.56	8.85
Operating expenses, including outside operations	10,650,934	7,289,454	11,698,842	60.49	14,463,033	35.79	98.41	23.62
Net operating revenue	3,604,082	4,066,982	4,843,429	19.09	3,543,683	D 1.70	D 12.87	D 26.83
Tax accruals	621,902	403,930	755,641	87.07	555,242	D 10.72	37.46	D 26.51
Operating income	2,982,180	3,663,052	4,087,788	11.59	2,988,441	.21	D 18.42	D 26.89
Hire of equipment, rents, etc. (net)	D 695,541	D 178,883	D 767,533	329.06	D 1,108,636	59.39	519.81	44.44
Net operating income	2,330,136	3,484,168	3,320,256	D 4.70	1,879,805	D 19.32	D 46.05	D 43.38
Maintenance of way and structures and equipment	3,654,328	2,277,572	4,050,137	77.83	5,931,673	62.35	160.44	46.45
Other operating expenses	[1] 6,996,606	5,011,882	7,648,705	52.61	8,532,300	221.95	61.02	11.55
Ratios:								
Ratio of expenses, excluding taxes, to revenues	74.72	64.19	70.72	....	80.32	....	....	....
Ratio of expenses, including taxes, to revenues	74.72	64.19	70.72	....	80.32	....	....	....
Ratio of total maintenance charges to revenues	25.64	20.06	24.48	....	32.94	....	....	....
Ratio of taxes to total operating revenues	4.36	3.56	4.57	....	3.08	....	....	....
Ratio of taxes to net operating revenue	17.26	9.93	15.60	....	15.67	....	....	....
Ratio of taxes to total income	4.36	3.56	4.53	....	3.06	....	....	....
Traffic:								
Tons carried 1 mile	1,559,260,496	1,084,211,966	1,884,653,706	73.83	1,979,609,670	26.96	82.58	5.04
Passengers carried 1 mile	177,831,827	139,791,013	209,500,679	49.86	217,655,744	22.39	55.70	3.89
Traffic units	1,737,092,323	....	2,094,154,385	....	....	....	....	....
Total freight revenue	9,691,259	7,817,798	11,131,076	42.38	11,941,887	23.22	52.75	7.28
Average revenue per ton-mile ... cents	.621	.721	.591	D 18.03	.603	D 2.89	16.36	2.03
Total passenger revenue	3,401,349	3,027,052	3,707,311	22.47	4,007,651	17.83	32.38	8.10
Average revenue per passenger-mile ... cents	1.913	2.165	1.770	D 18.92	1.841	D 3.76	D 14.96	4.01
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	300.10	258.10	322.96	25.09	419.33	30.97	62.42	29.89
Average number of tons of revenue freight per car-mile	17.53	16.54	17.83	7.81	18.92	7.92	14.39	6.11
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned—first main track	2,111.25	2,124.22	2,060.26	D 3.01	2,053.31	D 2.74	D 3.34	D .33
Miles owned—all tracks	2,839.59	2,767.83	2,798.72	1.12	2,913.92	2.61	5.28	4.11

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[1] Subtracted maintenance of way and structures and equipment from total to get this item.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

PHILADELPHIA & READING RY.

[D denotes decrease, deficit, or debit.]

[Page 26.]

Item.	10-year average, 1903–1912.	1903.	1910.	Per cent of increase 1910 over 1903.	1913.	Per cent of increase 1913 over—		
						10-year average.	1903.	1910.
Ratio of net operating income to total property investment:								
Property investment	$201,681,819	$187,617,842	$208,358,925	11.06	$218,913,017	8.54	16.68	5.07
Net operating income	17,270,424	13,455,974	19,129,654	42.16	21,267,227	23.14	58.05	11.17
Per cent on property investemnt	8.56	7.17	9.18	28.03	9.71		35.43	5.77
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	179,422,772	178,079,459	180,571,321	1.40	181,919,306	1.39	2.16	.75
Net corporate income (plus interest on funded debt)	11,937,940	8,498,886	13,512,033	58.99	15,498,925	29.83	82.36	14.70
Per cent on capital obligations	6.65	4.77	7.48	56.81	8.52		78.62	
Ratio of net corporate income to capital stock:								
Total capital stock	78,741,743	73,317,433	75,320,538	2.73	97,802,238	24.20	33.40	29.85
Net corporate income	7,883,326	4,060,976	9,451,123	132.73	12,810,082	62.49	215.44	35.54
Per cent on capital stock	10.01	5.54	12.55		13.10			4.38
Dividends:								
Dividends	4,816,658	29,883	5,387,690	17,929.27	6,764,945	40.45	22,538.10	25.56
Per cent on capital stock	6.12	.04	7.15		6.92			D 3.22
Interest on dividends:								
Interest and dividends	8,871,272	4,467,793	9,448,600	111.48	9,453,788	6.57	111.60	.05
Per cent on capital obligations	4.94	2.51	5.23		5.20			
Margin of net corporate income over dividends:								
Amount of margin	3,066,668	4,031,093	4,063,433	.80	6,045,137	97.12	49.96	48.76
Per cent on capital obligations	1.71	2.26	2.25		3.32			
Per cent on total operating revenue	6.57	10.79	7.91		10.21			
Per cent on income from all sources	6.47	10.70	7.75		9.98			
Distribution of capital obligations:								
Stocks per cent	43.89	41.17	41.71		53.76			28.89
Bonds per cent	56.11	58.83	58.29		46.24			
Funded debt	100,681,029	104,762,026	105,250,783	.46	84,117,068	D 16.45	D 19.71	D 20.08

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	136,354	125,918	141,371	12.27	148,297	8.75	17.77	4.90
Property investment per mile owned—all tracks	60,181	59,856	60,251	.67	61,619	2.39	2.95	2.27
Capital obligations per mile owned—first main track	136,380	125,918	141,370	12.27	148,297	8.73	17.77	4.89
Capital obligations per mile owned—all tracks	60,175	59,855	60,250	.65	61,619	2.39	2.95	2.27
Operating results:								
Miles of first main track operated	1,479.10	1,490.00	1,473.85	D 1.08	1,476.18	D .19	D .92	.16
Miles of all tracks operated	3,351.25	3,134.51	3,458.21	10.32	3,552.68	6.02	13.34	2.73
Operating revenues, including outside operations	46,647,728	37,357,503	51,344,792	37.44	59,204,368	26.92	58.48	15.31
Operating expenses, including outside operations	28,495,814	23,275,891	31,203,202	34.05	36,276,824	27.31	55.85	16.26
Net operating revenue	18,151,914	14,081,612	20,141,590	43.03	22,927,544	26.31	62.82	13.83
Tax accruals	935,217	651,835	1,144,269	75.55	1,576,030	68.51	141.78	37.73
Operating income	17,216,697	13,429,777	18,997,321	41.46	21,351,514	24.02	58.98	12.39
Hire of equipment, rents, etc. (net)	53,727	26,197	132,333	405.15	D 84,287	56.88	221.74	D 36.30
Net operating income	17,270,424	13,455,974	19,129,654	42.16	21,267,227	23.14	58.05	11.17
Maintenance of way and structures and equipment	11,420,875	8,644,746	12,989,439	50.25	14,332,322	25.49	65.79	10.34
Other operating expenses	17,074,939	14,631,145	18,213,763	24.41	21,944,502	28.52	49.98	20.48
Ratios:								
Ratio of expenses, excluding taxes, to revenues	62.31	62.31	60.77		61.27			
Ratio of expenses, including taxes, to revenues	63.09	64.05	63.00		63.93			
Ratio of total maintenance charges to revenues	24.48	23.14	25.30		24.21			
Ratio of taxes to total operating revenues	2.00	1.74	2.23		2.66			
Ratio of taxes to net operating revenues	5.15	4.63	5.68		6.87			
Ratio of taxes to total income	1.97	1.73	2.18		2.60			
Traffic:								
Tons carried 1 mile	4,606,355,494	3,606,810,317	5,163,651,429	43.16	6,134,611,747	33.18	70.08	18.80
Passengers carried 1 mile	484,475,446	425,486,321	515,010,058	21.04	541,471,512	11.76	27.25	5.14
Traffic units	5,090,830,940	4,032,296,638	5,678,661,487	40.83	6,676,083,259	31.14	65.57	17.56
Total freight revenue	35,030,200	27,487,653	39,180,778	42.54	45,726,300	30.53	66.35	16.71
Average revenue per ton-mile cents	.760	.762	.759		.745			D 1.86
Total passenger revenue	7,989,942	6,679,955	8,959,163	34.12	9,442,605	18.18	41.36	5.39
Average revenue per passenger-mile cents	1.649	1.570	1.740		1.744			
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	434,280	346,516	491,368	41.80	607,086	39.79	75.20	23.55
Average number of tons of revenue freight per car-mile	15,540	14,393	16,096	11.83	17,629	13.44	22.48	9.52
Average number of tons of revenue freight per loaded car-mile	24,757	22,633	25,752	13.79	27,721	11.97	22.48	7.66
Miles owned—first main track	1,479.10	1,490.00	1,473.85	D 1.08	1,476.18	D .19	D .93	.16
Miles owned—all tracks	3,351.25	3,134.51	3,458.21	10.33	3,552.68	.04	13.34	2.73

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

RUTLAND R. R.

[D denotes decrease, deficit, or debit.]

[Page 27.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$20,325.462	$20,502.441	$20,311.411	D 0.93	$21,380.806	5.19	4.28	5.27
Net operating income	749.994	631.029	867.100	D 37.41	689.654	D 8.05	9.29	20.46
Per cent on property investment	.360	3.08	4.27	38.64	3.23	4.87		D 24.36
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	20,239,420	20,734.600	19,882.700	D 4.11	20,391.700	.75	D 1.65	2.56
Net corporate income (plus interest on funded debt)	767.441	704.258	872.524	23.89	708.351	D 7.70	.58	D 18.81
Per cent on capital obligations	3.79	3.40	4.39		3.47			
Ratio of net corporate income to capital stock:								
Total capital stock	9,153.050	9,153.400	9,152.900	D .01	9,152.900		D .01	
Net corporate income	281.506	196.676	393.603	100.13	211.663	D 2.48	7.62	D 46.22
Per cent on capital stock	3.08	2.15	4.30		2.31			D 46.28
Dividends:								
Dividends	49.248	89.545						
Per cent on capital stock	0.54	0.98						
Interest and dividends:								
Interest and dividends	535.181	597.127	478.921	D 19.80	496.689	D 7.19	D 16.82	3.71
Per cent on capital obligations	2.64	2.88	2.41	2.44				
Margin of net corporate income over dividends:								
Amount of margin	232.258	107.131	393.603	267.40	211.663	D 8.87	97.57	D 46.22
Per cent on capital obligations	1.15	.52	1.98		1.04			
Per cent on total operating revenues	8.11	4.57	12.27		5.71			
Distribution of capital obligations:								
Stock ... per cent	45.22	44.15	46.03		44.89			D 2.48
Bonds ... per cent	54.78	55.85	53.97		55.11			
Funded debt	11,086.370	11,581.200	10,729.800	D 7.35	11,238.800	1.37	D 2.96	4.74

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	51.183	51.629	51.148	D .93	53.841	5.19	4.11	7.36
Property investment per mile owned—all tracks	40.885	42.090	40.267	D 4.33	41.510	1.53	D 1.88	3.08
Capital obligations per mile owned—first main track	50.967	52.214	50.068	D 4.11	51.350	.75	D 1.65	2.56
Capital obligations per mile owned—all tracks	41.346	42.567	40.818	D 4.11	39.590	D 4.25	6.99	3.01
Operating results:								
Miles of first main track operated	415.11	415.11	415.11		415.11			
Miles of all tracks operated	516.88	506.62	524.43	3.52	535.08	3.52	5.62	2.03
Operating revenues, including outside operations	2,865.228	2,343.045	3,208.720	36.95	3,706.981	29.38	15.53	15.53
Operating expenses, including outside operations	2,055.389	1,654.556	2,237.954	35.26	2,891.183	40.66	74.74	29.19
Net operating revenue	809.839	688.489	970.766	41.00	815.798	.74	18.49	D 15.96
Tax accruals	98.507	71.845	117.689	63.81	181.809	84.56	153.06	54.48
Operating income	711.332	616.644	853.077	38.34	633.989	10.87	2.81	25.68
Hire of equipment, rents, etc. (net)	38.662	14.385	14.023	D 2.52	55.665	43.98	286.97	296.96
Net operating income	749.904	631.029	867.100	37.41	689.654	D 8.05	9.29	D 20.46
Maintenance of way and structures and equipment	804.662	531.932	920.730	73.09	1,226.191	52.39	130.52	33.18
Other operating expenses	1,250.727	1,122.624	1,317.224	17.33	1,664.992	33.12	48.31	26.40
Ratios:								
Ratio of expenses (excluding taxes) to revenues	71.74	70.61	69.74	D .37	77.99	8.71	10.45	11.84
Ratio of expenses (including taxes) to revenues	75.17	73.68	73.41		82.90	10.28	12.51	12.93
Ratio of total maintenance charges to revenues	28.08	22.70	28.69	26.39	33.08	17.80	45.73	15.30
Ratio of taxes to total operating revenues	3.43	3.07	3.67	4.91				33.51
Ratio of taxes to net operating revenue	12.16	10.44	12.12		22.29			
Traffic:								
Tons carried 1 mile	205,433.236	156,656.798	248,202.972	58.44	261,075.642	31.95	66.65	5.19
Passengers carried 1 mile	43,821.455	37,912.658	48,064.091	26.75	55,264.126	26.11	45.77	15.00
Traffic units	249,254.691	194,569.456	296,257.063	52.26	316,339.768	26.91	62.58	6.78
Total freight revenue	1,635.370	1,370.589	1,784.115	30.17	2,021.166	23.59	47.47	13.29
Average revenue per ton-mile ....cents	.796	.875	.719	D 1.78	.774	D 2.76	D 11.54	7.65
Total passenger revenue	971.911	850.982	1,073.927	26.20	1,206.991	24.19	41.84	12.39
Average revenue per passenger-mile ....cents	2,218	2,245	2,235	D .45	2,184	D 1.53	D 2.72	D 2.28
Other transportation statistics:								
Average number of tons of revenue freight per train-mile								
Average number of tons of revenue freight per car-mile	238.31	184.66	275.44	49.16	291.18	22.19	57.68	5.71
Average number of tons of revenue freight per loaded car-mile	15.00	13.22	16.59	25.49	16.34	8.93	23.60	1.51
Miles owned first main track	50.967	52.214	50.068	D 4.11	51.350	.75	D 1.65	2.56
Miles owned all tracks	41.346	42.567	40.518	D 4.11	39.590	D 4.25	6.99	3.01

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

TOLEDO, ST. LOUIS & WESTERN R. R.

[D denotes decrease, deficit, or debit.]

[Page 28.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$43,862,800	$35,825,281	$50,656,187	41.43	$50,894,115	16.03	42.06	0.47
Net operating income	948,204	737,383	1,118,042	51.62	1,090,804	15.04	49.29	D 2.44
Per cent on property investment	2.16	2.06	2.21	.73	2.14	D .93	3.88	D 3.17
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	42,033,240	35,500,000	48,174,600	35.70	47,874,600	13.89	34.86	D .62
Net corporate income (plus interest on funded debt)	1,182,571	746,639	1,743,154	133.47	1,142,470	D 3.40	53.01	D 34.46
Per cent on capital obligations	2.81	2.10	3.62		2.39	D 14.95		
Ratio of net corporate income to capital stock:								
Total capital stock	19,954,340	20,000.000	19,947,600	D .26	19,947,600	D .03	D 2.62	
Net corporate income	369,299	171,639	749,549	336.70	63,762	D 83.62	D 62.85	D 91.49
Per cent on capital stock	1.95	.86	3.76		.32		D 96.08	D 91.49
Dividends:								
Dividends	199,052		398,104					
Per cent on capital stock	1.00		2.00					
Interest and dividends:								
Interest and dividends	992,324	575,000	1,391,710	142.04	1,078,707	8.71	D 87.60	D 22.49
Per cent on capital obligations	2.36	1.62	2.89		2.25			
Margin of net corporate income over dividends:								
Amount of margin	190,247	171,639	351,444	104.76	63,762	D 66.48	D 62.85	D 81.86
Per cent on capital obligations	.45	.48	.73		.13			
Per cent on total operating revenues	5.12	5.52	9.32		1.47			
Per cent on income from all sources	4.80	5.50	7.95		14.38			
Distribution of capital obligations:								
Stock ... per cent	47.47	56.34	41.41		41.64	D 12.22	D 2.64	.55
Bonds ... per cent	52.53	43.66	58.59		58.30			
Funded debt	22,078,900	15,500,000	28,227,000	82.11	27,927,000	26.49	80.17	D 1.06

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	97,319	79,485	112,389	41.39	112,952	16.06	42.10	.50
Property investment per mile owned—all tracks	71,717	62,145	81,301	30.82	81,311	13.38	30.84	....
Capital obligations per mile owned—first main track	93,260	78,076	106,884	36.76	106,251	13.93	36.09	D .59
Capital obligations per mile owned—all tracks	68,726	61,581	77,318	25.55	76,487	11.29	24.21	D 1.07
Operating results:								
Miles of first main track operated	450.71	450.72	450.72	....	450.58	D 00.03	D .03	D .03
Miles of all tracks operated	611.61	576.48	623.07	8.08	625.92	2.34	8.51	.46
Operating revenues, including outside operations	3,716,170	3,111,358	3,772,636	21.25	4,335,167	16.66	39.33	14.91
Operating expenses, including outside operations	2,472,708	2,182,387	2,385,772	9.32	2,900,257	17.30	32.89	21.56
Net operating revenue	1,243,462	928,971	1,386,864	49.29	1,434,910	15.40	54.46	3.46
Tax accruals	142,552	117,000	164,147	40.30	179,505	25.92	53.42	9.36
Operating income	1,100,910	811,971	1,222,717	50.59	1,255,405	14.03	54.61	2.67
Hire of equipment, rents, etc. (net)	D 152,706	D 74,589	D 104,674	40.33	D 164,601	7.79	120.68	57.24
Net operating income	948,204	737,383	1,118,042	51.62	1,090,804	14.69	47.93	D 2.44
Maintenance of way and structures and equipment	965,855	897,964	940,930	4.78	1,108,207	14.74	23.41	17.77
Other operating expenses	1,506,853	1,284,423	1,444,842	12.41	1,792,050	18.93	39.52	24.03
Ratios:								
Ratio of expenses (excluding taxes) to revenues	66.53	70.15	63.24	D 9.85	66.90	.56	D 4.63	5.79
Ratio of expenses (including taxes) to revenues	70.37	73.90	67.59	....	71.04	....	....	....
Ratio of total maintenance charges to revenues	25.99	28.86	24.94	....	25.56	....	....	....
Ratio of taxes to total operating revenues	3.84	3.76	4.35	D .16	4.14	7.81	10.11	D 4.83
Ratio of taxes to net operating revenue	11.46	12.59	11.84	....	12.51	....	....	....
Ratio of taxes to total income	3.60	3.75	3.71	....	4.05	....	....	....
Traffic:								
Tons carried 1 mile	573,631,542	461,919,723	619,644,032	34.15	712,650,963	24.23	54.28	15.01
Passengers carried 1 mile	29,061,323	27,256,029	26,640,808	D 2.25	21,130,622	D 27.28	D 22.47	D 20.61
Traffic units	602,692,865	489,175,752	646,284,840	32.12	733,781,585	21.75	50.41	13.54
Total freight revenue	2,995,654	2,376,544	3,090,773	30.05	3,715,576	24.03	56.34	20.21
Average revenue per ton-mile ....cents	.522	.514	.499	D 2.92	.521	....	1.36	.44
Total passenger revenue	506,312	526,868	446,672	D 15.22	358,932	D 29.11	D 31.87	D 19.64
Average revenue per passenger-mile ....cents	1.742	1.933	1.677	D 13.24	1.699	D 2.53	D 13.78	1.31
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	395.91	295.70	481.31	29.00	456.06	15.19	54.23	D 5.25
Average number of tons of revenue freight per car-mile	17.75	16.12	19.26	19.48	18.91	6.53	17.31	D 1.82
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned first main track	450.71	450.72	450.72	....	450.58	D 00.03	D .03	D .03
Miles owned all tracks	611.61	576.48	623.07	8.08	625.92	2.34	8.51	.46

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

WEST SIDE BELT R. R.

[D denotes decrease, deficit, or debit.]

[Page 30.]

Item.	10-year average, 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$4,355,916	$3,225,732	$4,973,796	54.19	$5,175,071	18.81	60.43	4.05
Net operating income	62,321	26,898	109,092	305.58	129,519	107.83	381.52	18.72
Per cent on property investment	1.43	0.80	2.20	175.00	2.50	74.83	....	0.30
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	1,724,300	1,460,000	2,164,000	48.22	2,177,286	26.27	49.13	0.61
Net corporate income (plus interest on funded debt)	62,321	26,898	109,092	305.58	123,078	97.49	357.57	12.82
Per cent on capital obligations	....	....	....	....	....	....	....	....
Ratio of net corporate income to capital stock:								
Total capital stock	1,080,000	1,080,000	1,080,000	....	1,080,000	....	....	....
Net corporate income	18,659	19,748	58,952	198.52	61,857	231.51	213.23	4.93
Per cent on capital stock	1.73	1.83	5.46	....	5.73	....	....	....
Dividends:								
Dividends	....	....	....	....	....	....	....	....
Per cent on capital stock	....	....	....	....	....	....	....	....
Interest and dividends:								
Interest and dividends	43,662	7,150	50,140	601.26	61,221	40.22	756.23	22.10
Per cent on capital obligations	....	....	....	....	....	....	....	....
Margin of net corporate income over dividends:								
Amount of margin	18,659	19,748	58,952	198.52	61,857	231.51	213.23	4.93
Per cent on capital obligations	....	....	....	....	....	....	....	....
Per cent on total operating revenues	....	....	....	....	....	....	....	....
Per cent on income from all sources	....	....	....	....	....	....	....	....
Distribution of capital obligations:								
Stocks .... per cent	62.63	73.97	49.91	D 32.53	49.60	....	D 32.94	D 0.31
Bonds .... do	....	....	....	....	....	....	....	....
Funded debt	567,700	380,000	1,084,000	185.26	1,097,286	93.29	188.75	1.23

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	196,124	153,679	221,451	44.10	230,413	17.48	49.93	4.05
Property investment per mile owned—all tracks	105,317	108,501	113,144	4.28	112,747	7.05	3.91	0.35
Capital obligations per mile owned—first main track	77,636	69,557	96,349	38.52	96,941	24.87	39.37	0.61
Capital obligations per mile owned—all tracks	41,690	49,108	49,226	.24	47,435	13.78	D 3.40	D 3.64
Operating results:								
Miles of first main track operated	22.21	20.99	22.46	7.00	22.46	.11	7.00	....
Miles of all tracks operated	41.36	29.73	43.96	47.86	45.90	10.98	54.39	4.41
Operating revenues, including outside operations	276,905	59,737	386,143	546.41	547,680	97.79	816.81	41.83
Operating expenses, including outside operations	181,153	35,166	214,219	509.16	338,515	86.87	862.62	58.02
Net operating revenue	95,752	24,571	171,924	599.70	209,165	118.44	751.27	21.66
Tax accruals	5,655	2,948	4,800	62.82	1,200	D 371.25	D 59.29	D 75.00
Operating income	90,097	21,623	167,124	672.90	207,965	130.82	861.78	24.44
Hire of equipment, rents, etc. (net)	D 27,776	5,275	[1] D 58,032	1,000.13	[1] D 78,446	182.78	D 1,587.13	35.18
Net operating income	62,321	26,898	109,092	305.58	129,519	107.83	381.52	18.72
Maintenance of way and structures and equipment	82.919	14,851	122,476	724.70	190,706	129.99	1,184.13	55.71
Other operating expenses	98,234	20,315	91,743	351.60	147,809	50.41	627.58	61.11
Ratios:								
Ratio of expenses (excluding taxes) to revenues	65.42	58.87	55.48	D 5.76	61.81	D 5.52	5.01	6.33
Ratio of expenses (including taxes) to revenues	....	....	....	....	....	....	....	....
Ratio of total maintenance charges to revenues	....	....	....	....	....	....	....	....
Ratio of taxes to total operating revenues	2.04	4.94	1.24	D 74.90	0.22	D 89.22	....	D 1.02
Ratio of taxes to net operating revenue	....	....	....	....	....	....	....	....
Ratio of taxes to total income	....	....	....	....	....	....	....	....
Traffic:								
Tons carried 1 mile	15,931,587	802,812	25,246,434	3,044.75	33,337,851	109.26	4,052.51	32.05
Passengers carried 1 mile	266,068	160,782	52,227	D 67.52	496,560	86.63	208.84	850.77
Traffic units	16,197,655	963,594	25,298,661	2,525.45	33,834,411	108.98	3,411.27	33.74
Total freight revenue	268,621	56,699	384,386	577.94	531,239	97.84	837.12	38.20
Average revenue per ton-mile ... cents	1.686	7.062	1.523	D 78.43	1.594	D 5.46	D 77.42	4.66
Total passenger revenue	4,925	2,680	1,006	D 62.46	9,241	87.63	244.81	818.59
Average revenue per passenger-mile ... cents	1.851	1.666	1.927	15.67	1.861	.54	11.74	D3.43
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	384.10	275.51	516.49	87.47	655.41	70.64	137.83	26.89
Average number of tons of revenue freight per car-mile	39.74	30.89	40.50	31.11	47.33	19.10	53.22	16.86
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned—first main track	22.21	20.99	22.46	7.00	22.46	.11	7.00	....
Miles owned—all tracks	41.36	29.73	43.96	47.86	45.90	10.98	54.39	4.41

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[1] Includes interest on other securities, loans, and accounts: 1910, $6,124; 1913, $1,506.

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

WABASH R. R.

[D denotes decrease, deficit, or debit.]

[Page 31.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$161,886,795	$143,882,509	$173,589,881	20.64	$177,186,631	9.42	23.11	2.04
Net operating income	4,214,500	3,813,596	5,345,894	40.15	3,708,470	D 12.01	D 2.76	D 30.63
Per cent on property investment	2.60	2.65	3.08	16.22	2.09			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	189,177,728	143,949,000	207,536,083	44.16	207,581,576	9.73	44.20	2.00
Net corporate income (plus interest on funded debt)	3,926,772	3,382,631	5,486,308	62.19	3,699,700	D 5.78	9.37	D 32.56
Per cent on capital obligations	2.08	2.35	2.64	12.34	1.78			
Ratio of net corporate income to capital stock:								
Total capital stock	78,813,512	52,000,000	92,378,587	77.65	92,400,427	17.23	77.69	D 10.48
Net corporate income	D 230,059	196,150	545,719	178.21	D 376,332	63.58	91.86	D 27.74
Per cent on capital stock	D .29	.38	.59	5.52	D .41			
Dividends:								
Dividends								
Per cent on capital stock								
Interest and dividends:								
Interest and dividends	4,156,831	3,186,481	4,940,589	5.50	4,076,032	D 1.94	27.95	D 17.50
Per cent on capital obligations	2.20	2.21	2.38	7.69	1.96			
Margin of net corporate income over dividends:								
Amount of margin	D 230,059	196,150	545,719	176.22	D 376,332	63.58	91.86	D 31.04
Per cent on capital obligations	D .12	.14	.26	8.56	D .18			
Per cent on total operating revenues	D .88	.93	1.88	102.15	D 1.18			
Per cent on income from all sources	D .86	.91	1.83	101.98	D 1.15			
Distribution of capital obligations:								
Stock ... per cent	41.66	36.12	44.51	23.23	44.51			
Bonds ... per cent	58.34	63.88	55.49	D 13.13	55.49			
Funded debt	110,364,216	91,949,000	115,156,496	25.24	115,181,149	4.36	25.27	.02

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	79,553.60	70,707.41	85,321.02	20.67	87,064.28	9.44	23.13	2.04
Property investment per mile owned—all tracks	55,498.84	51,284.04	58,867.37	14.79	56,623.57	2.02	10.54	D 3.73
Capital obligations per mile owned—first main track	92,965	70,740	102,005	44.20	102,028	9.74	44.22	.20
Capital obligations per mile owned—all tracks	64,855	51,308	70,235	36.89	66,356	2.31	29.32	D 5.52
Operating results:								
Miles of first main track operated	2,512.42	2,485.80	2,514.60	1.16	2,514.60	.08	1.16	....
Miles of all tracks operated	3,745.77	3,448.00	3,879.02	12.50	4,072.06	8.71	16.82	4.98
Operating revenues, including outside operations	26,083,423	21,140,829	29,052,087	37.31	31,932,455	22.42	51.04	9.91
Operating expenses, including outside operations	19,352,483	15,491,080	20,734,463	33.86	24,911,341	28.72	60.81	20.09
Net operating revenue	6,730,940	5,649,749	8,317,624	47.22	7,021,114	4.31	24.27	D 15.59
Tax accruals	820,188	664,703	851,324	28.07	905,892	10.43	36.29	6.41
Operating income	5,910,752	4,985,046	7,466,300	49.77	6,115,222	3.45	22.67	D 18.10
Hire of equipment, rents, etc. (net)	D 1,696,252	D 1,171,450	D 2,120,406	D .81	D 2,406,752	41.88	105.45	14.50
Net operating income	4,214,500	3,813,596	5,345,894	40.18	3,708,470	D 12.01	D 2.76	D 30.63
Maintenance of way and structures and equipment	7,558,953	6,815,626	7,717,848	11.77	9,660,776	27.93	41.74	25.18
Other operating expenses	11,793,530	8,675,454	13,016,615	50.04	15,250,565	29.32	75.79	17.16
Ratios:								
Ratio of expenses (excluding taxes) to revenues	74.19	73.28	71.37	....	78.01	....	....	....
Ratio of expenses (including taxes) to revenues	77.34	76.42	74.30	....	80.85	....	....	....
Ratio of total maintenance charges to revenues	....	....	....	....	....	....	....	....
Ratio of taxes to total operating revenues	3.15	3.14	2.93	....	2.84	....	....	....
Ratio of taxes to net operating revenues	12.19	11.77	10.24	....	12.90	....	....	....
Ratio of taxes to total income	3.05	3.07	2.86	....	2.77	....	....	....
Traffic:								
Tons carried 1 mile	2,873,498,852	2,198,073,383	3,375,804,448	51.30	3,722,548,760	29.54	71.62	11.93
Passengers carried 1 mile	380,245,221	330,111,942	374,619,200	13.48	356,477,730	D 4.62	11.01	D 2.18
Traffic units	3,253,744,073	2,528,185,325	3,700,423,648	45.13	4,089,026,490	25.67	61.73	10.50
Total freight revenue	16,863,555	13,327,479	19,473,373	14.61	21,774,362	29.12	63.37	11.82
Average revenue per ton-mile ... cents	.587	.606	.586	D .03	.585	....	D 3.46	D .17
Total passenger revenue	7,005,038	6,135,501	7,075,314	15.31	7,268,789	4.75	18.43	2.70
Average revenue per passenger-mile ... cents	1.842	1.859	1.889	2.11	1.983	7.11	6.77	4.98
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	336.25	301.76	352.70	.17	396.33	17.57	31.00	12.08
Average number of tons of revenue freight per car-mile	17.24	16.23	17.81	.09	18.83	9.22	16.01	5.72
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned—first main track	2,034.94	2,034.90	2,034.55	D .001	2,034.55	D .19	D .02	....
Miles owned—all tracks	2,916.94	2,805.60	2,948.83	5.10	3,128.32	7.24	11.50	6.08

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

WESTERN MARYLAND RY.

[D denotes decrease, deficit, or debit.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$80,781,726	$66,856,531	$84,308,369	26.10	$105,444,855	30.46	57.71	25.07
Net operating income	1,875,889	1,352,677	2,754,685	103.65	1,435,201	D 23.49	6.10	D 47.90
Per cent on property investment	2.32	2.02	3.27		1.36			
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	81,647,489	54,564,701	108,525,230	98.89	121,659,230	49.00	122.96	12.10
Net corporate income (plus interest on funded debt)	2,376,304	2,169,195	3,117,546	43.71	2,391,441	.006	10.24	D 23.29
Per cent on capital obligations	2.91	3.97	2.87		1.97			
Ratio of net corporate income to capital stock:								
Total capital stock	28,808,549	15,685,400	59,429,230	278.88	59,429,230	106.29	278.88	
Net corporate income	421,233	1,152,129	988,729	D 14.18	D 150,017		D 86.98	D 84.83
Per cent on capital stock	1.46	7.34	1.66		D 00.25			
Dividends:								
Dividends	100,000		200,000		100,000			D 50.00
Per cent on capital stock	.38		.34		.18			
Interest and dividends:								
Interest and dividends	2,055,071	1,017,066	2,328,817	30.65	2,641,458	28.53	159.71	13.43
Per cent on capital obligations	2.52	1.86	2.15		2.17			
Margin of net corporate income over dividends:								
Amount of margin	321,233	1,152,129	788,729	D 31.54	D 250,017	D 177.83	D 78.30	D 68.30
Per cent on capital obligations	00.39	2.04	00.73		D 00.21			
Per cent on total operating revenues	5.94	3.21	11.06		3.27			
Per cent on income from all sources								
Distribution of capital obligations:								
Stock ... per cent	35.28	28.74	54.76		48.84			
Bonds ... per cent	64.71	71.25	45.23		51.15			
Funded debt	52,838,940	38,879,301	49,096,000	26.28	62,230,000	17.77	60.06	26.75

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	156,745	159,841	156,040	D 2.38	195,160	24.50	22.10	25.07
Property investment per mile owned—all tracks	107,214	114,314	104,636	D 8.47	123,917	15.58	8.40	18.45
Capital obligations per mile owned—first main track	158,425	130,453	200,861	53.97	225,170	42.13	72.61	12.10
Capital obligations per mile owned—all tracks	108,363	93,297	134,692	44.37	142,972	31.93	53.24	6.15
Operating results:								
Miles of first main track operated	518.07	420.97	543.00	28.99	543.00	4.81	28.99	
Miles of all tracks operated	552.66	442.17	587.51	32.86	587.51	6.31	32.87	
Operating revenues, including outside operations	5,411,920	3,589,660	7,132,153	98.41	7,650,510	41.36	113.12	7.27
Operating expenses, including outside operations	3,340,110	2,084,391	4,151,893	99.19	5,801,277	73.68	178.31	39.73
Net operating revenue	2,071,809	1,505,268	2,980,261	97.99	1,849,233	D 10.74	22.85	D 37.95
Tax accruals	160,057	77,404	216,000	179.02	240,000	49.95	210.06	11.11
Operating income	1,911,753	1,427,864	2,764,261	93.58	1,609,233	D 15.82	12.70	D 41.78
Hire of equipment, rents, etc. (net)	46,397	20,752	54,615	163.18	D 96,562	108.12	365.31	76.80
Net operating income	1,875,889	1,352,677	2,754,685	103.65	1,435,201	D 23.49	6.10	D 47.90
Maintenance of way and structures and equipment	1,350,839	934,196	1,633,977	74.91	2,176,594	61.13	132.99	33.21
Other operating expenses	10,692		49,371		3,917	D 63.36		D 92.07
Ratios:								
Ratio of expenses (excluding taxes) to revenues	61.72	58.07	58.21		75.82			
Ratio of expenses (including taxes) to revenues	64.68	60.23	61.24		78.97			
Ratio of total maintenance charges to revenues	24.96	26.02	22.91		28.45			
Ratio of taxes to total operating revenues	2.96	2.16	3.03		3.14			
Ratio of taxes to net operating revenue	7.73	5.14	7.25		1.30			
Ratio of taxes to total income								
Traffic:								
Tons carried 1 mile	660,403,049	387,213,285	966,576,728	149.62	1,083,106,832	64.01	179.71	12.06
Passengers carried 1 mile	45,722,067	36,476,185	51,414,048	40.95	55,201,433	20.73	51.34	7.33
Traffic units	706,125,116	423,689,470	1,017,990,776	14.27	1,138,308,265	61.20	168.67	11.82
Total freight revenue	4,321,241	2,698,674	5,912,642	119.09	6,285,140	45.45	132.81	6.30
Average revenue per ton-mile ... cents	.00654	.00694	.00612	11.81	.00580	D 11.31	D 16.43	D 5.23
Total passenger revenue	844,278	691,741	873,588	26.28	996,691	18.05	44.08	14.09
Average revenue per passenger-mile ... cents	.01847	.01896	.01699	D 10.39	.01806	D 2.21	D 4.75	6.30
Other transportation statistics:								
Average number of tons of revenue freight per train-mile								
Average number of tons of revenue freight per car-mile								
Average number of tons of revenue freight per loaded car-mile								
Miles owned—first main track	515.37	418.27	540.30	29.18	540.30	4.83	29.17	
Miles owned—all tracks	753.46	584.85	805.73	37.77	850.93	12.94	45.50	5.61

SHRIVER EXHIBIT No. 2—Continued.

Summary of 10-year statement—Continued.

WHEELING & LAKE ERIE R. R.

[D denotes decrease, deficit, or debit.]

[Page 33.]

Item.	10-year average, 1903–1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$60,263,393	$51,661,471	$66,918,787	28.13	$70,236,839	16.54	35.95	4.96
Net operating income	1,285,832	847,455	1,765,574	108.34	1,167,981	D 9.16	37.82	D 33.85
Per cent on property investment	2.13	1.64	2.64	60.98	1.66	D 22.06	1.22	
Ratio of net corporate income (plus interest on funded debt) to total capital obligations:								
Total capital obligations	62,986,064	54,759,674	67,433,250	23.14	69,387,750	10.62	26.71	2.90
Net corporate income (plus interest on funded debt)	1,092,997	753,966	1,607,422	113.20	975,083	D 10.78	29.32	D 39.33
Per cent on capital obligations	1.74	1.38	2.38	72.46	1.41			
Ratio of net corporate income to capital stock:								
Total capital stock	36,980,400	36,980,400	36,980,400		36,980,400			
Net corporate income	78,989	18,581	537,451	2792.48	D 116,823	47.01	628.72	D 78.26
Per cent on capital stock	0.21	0.05	1.45	2800.00				
Dividends:								
Dividends								
Per cent on capital stock								
Interest and dividends:								
Interest and dividends	1,014,008	735,285	1,069,971	45.52	1,091,605	7.68	48.50	2.05
Per cent on capital obligations	1.61	1.34	1.59	18.66	1.57			
Margin of net corporate income over dividends:								
Amount of margin	78,989	18,581	537,451	2792.48	D 116,823	47.01	528.72	D 78.26
Per cent on capital obligations	0.13	0.03	0.80	1566.67	D 0.17			
Per cent on total operating revenues	1.39	.45	7.71	1613.33	D 1.49			
Per cent on income from all sources	1.36	.44	7.13	1520.45	D 1.48			
Distribution of capital obligations:								
Stocks ... per cent	58.71	67.53	54.84	D 18.79	53.29			
Bonds ... per cent	41.29	32.47	45.16	39.08	46.70			
Funded debt	26,005,664	17,779,274	30,452,850	71.28	32,407,350	24.61	82.27	6.42

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track	120,887	109,191	130,371	19.40	137,307	13.58	25.75	5.32
Property investment per mile owned—all tracks	74.511	73,546	78,307	6.47	76,013	2.01	3.35	D 2.93
Capital obligations per mile owned—first main track	126,349	115,739	131,382	13.52	135,647	7.35	17.46	3.25
Capital obligations per mile owned—all tracks	77,877	77,956	78,915	1.23	75,094	D 3.57	D 3.67	D 4.84
Operating results:								
Miles of first main track operated	500.22	473.33	518.86	9.67	517.13	3.38	9.29	D .33
Miles of all tracks operated	810.47	702.44	860.11	22.45	929.61	14.70	32.34	8.08
Operating revenues, including outside operations	5,671,818	4,136,661	6,966,881	68.42	7,863,676	38.64	90.09	12.87
Operating expenses, including outside operations	4,164,171	3,226,657	4,791,564	48.50	5,923,770	42.25	83.58	23.63
Net operating revenue	1,507,647	910,004	2,175,317	139.04	1,939,906	28.67	113.17	D 10.82
Tax accruals	229,816	154,254	261,504	69.53	362,426	57.70	134.95	38.59
Operating income	1,277,831	755,750	1,913,813	153.23	1,577,480	23.44	108.72	17.57
Hire of equipment, rents, etc. (net)	7,551	91,705	D 148,239	D 61.79	D 409,499	D 5323.11	346.53	176.24
Net operating income	1,285,382	847,455	1,765,574	108.34	1,167,981	D 10.05	37.82	D 33.84
Maintenance of way and structures and equipment	1,814,828	1,468,804	2,156,398	46.81	2,943,106	62.16	100.30	36.48
Other operating expenses	2,349,343	1,757,853	2.635.166	49.91	2,980,665	26.87	69.50	13.11
Ratios:								
Ratio of expenses (excluding taxes) to revenues	73.42	78.00	68.78	D 11.82	75.33			
Ratio of expenses (including taxes) to revenues	77.47	81.73	72.53	D 11.26	79.94			
Ratio of total maintenance charges to revenues	32.00	35.51	30.95	12.84	37.43			
Ratio of taxes to total operating revenues	4.05	3.73	3.75	.54	4.61			
Ratio of taxes to net operating revenue	15.24	16.95	12.02	D 29.09	18.68			
Ratio of taxes to total income	3.96	3.64	3.47	D 4.67	4.59			
Traffic:								
Tons carried 1 mile	932,746,288	667,656,375	1,100,045,300	64.76	1,255,097,127	34.55	87.98	14.09
Passengers carried 1 mile	30,221,990	20,832,893	37,681,041	80.87	41,859,992	38.50	100.93	11.09
Traffic units	962,958,278	688,489,268	1,137,726,341	65.25	1,296,957,119	34.68	88.37	13.99
Total freight revenue	4,832,533	3,518,767	5,928,570	68.48	6,767,830	40.04	92.33	14.15
Average revenue per ton-mile ... cents	0.518	0.527	0.539	2.28	0 539	4.05	2.27	
Total passenger revenue	517,574	461,997	565,945	22.50	624.376	20.63	35.14	10.32
Average revenue per passenger-mile ... cents	1.712	2.218	1.502	D 32.28	1.491	D 12.90	D 32.77	D 0.73
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	551.39	426.00	610.48	43.31	749.62	35.95	75.75	22.79
Average number of tons of revenue freight per car-mile	28.12	23.00	30.17	31.17	32.64	16.07	41.91	8.19
Average number of tons of revenue freight per loaded car-mile								
Miles owned first main track	498.51	473.13	513.26	8.48	511.53	2.63	8.11	D .34
Miles owned all tracks	808.79	702.44	854.51	21.65	924.01	14.24	31.54	8.13

SHRIVER EXHIBIT NO. 3.

Summary of 38 systems—Property investment, operating revenue, operating expenses, income, and taxes.

[D denotes decrease.]

[Page 1.]

	Property investment.			Total operating revenues and outside operations.			Operating expenses—Charges for rents and equipment and taxes.		
	1903	1910	1913	1903	1910	1913	1903	1910	1913
Pennsylvania system (east and west)	$856,182,904	$1,179,746,058	$1,386,932,977	$233,584,945	$335,388,574	$382,446,214	$169,456,738	$247,914,323	$306,457,474
New York Central lines	882,750,906	1,183,342,995	1,342,949,168	185,572,424	261,111,292	310,092,523	140,821,406	191,411,714	236,627,354
Baltimore & Ohio R. R. system (including Staten Island)	407,161,578	466,915,057	523,549,059	68,986,452	91,482,685	104,824,176	44,513,026	67,177,489	81,179,771
Total, three systems	2,146,095,388	2,830,004,110	3,253,431,204	488,143,821	687,982,551	797,362,913	354,791,170	506,503,526	624,264,599
Ann Arbor R. R	14,476,795	16,041,829	17,279,412	2,037,215	2,026,654	2,282,991	1,573,956	1,700,905	1,759,592
Bessemer & Lake Erie R. R	30,391,580	32,474,624	38,199,110	4,165,215	7,888,021	9,012,362	2,396,127	4,186,513	5,349,320
Boston & Maine R. R	51,901,386	69,641,199	86,366,885	33,645,653	43,844,808	49,241,948	25,763,991	34,425,860	42,281,341
Buffalo & Susquehanna R. R. and Ry	6,406,423	22,881,490	22,792,430	992,544	2,212,674	2,463,522	560,085	2,024,524	1,933,007
Buffalo, Rochester & Pittsburgh Ry	27,790,992	40,246,493	44,296,591	7,022,317	8,953,181	10,972,828	4,077,418	5,979,097	7,300,324
Central New England Ry	17,969,137	22,675,302	25,846,507	655,537	3,022,720	3,708,971	534,406	1,949,742	2,191,607
Central R. R. of New Jersey	61,012,679	81,241,376	91,792,394	18,440,631	26,586,665	30,325,412	12,122,491	16,935,545	20,060,660
Chesapeake & Ohio Ry	132,819,467	185,245,855	205,088,376	16,711,602	31,699,216	35,635,904	11,495,838	20,349,869	26,506,842
Chicago, Indianapolis & Louisville Ry	29,205,508	32,710,888	38,146,794	5,076,452	6,020,242	6,985,944	3,338,223	4,484,549	5,759,496
Chicago, Terre Haute & Southeastern Ry	9,440,825	25,203,492	24,239,422	806,799	1,904,097	1,935,635	358,033	1,088,399	1,152,468
Cincinnati, Hamilton & Dayton Ry	49,615,067	56,078,150	56,211,945	7,943,154	9,446,524	10,071,297	5,550,861	8,141,164	9,223,893
Coal & Coke Ry.[1]									
Dayton & Union R. R	623,076	627,143	621,541	157,181	162,556	143,736	133,790	149,551	153,918
Delaware & Hudson Co	63,072,923	99,035,150	106,359,627	12,106,681	20,454,366	24,762,980	7,126,975	12,266,126	15,809,569
Delaware, Lackawanna & Western R. R	118,535,798	133,621,737	162,046,970	26,980,338	39,948,194	44,519,003	15,621,706	23,685,247	30,094,673
Detroit, Toledo & Ironton Ry.[1]									
Erie R. R	364,694,604	428,537,328	453,154,352	48,193,063	59,078,833	67,326,282	31,418,821	43,305,026	51,351,245
Hocking Valley Ry	33,033,442	37,630,662	40,184,321	5,622,048	7,783,033	7,817,644	3,410,876	4,620,516	4,962,326
Kanawha & Michigan Ry	12,044,457	14,055,436	16,346,335	1,198,266	2,770,956	3,303,918	1,059,447	1,848,464	2,000,943
Lehigh & Hudson River Ry	3,405,418	5,022,235	5,726,496	426,441	1,440,034	1,849,435	254,805	1,016,024	1,423,347
Lehigh & New England R. R.[1]									
Lehigh Valley R. R	131,206,227	150,318,727	159,446,969	26,879,660	38,151,174	45,041,091	19,796,144	24,373,511	32,328,176
Maine Central R. R	31,731,175	48,713,066	55,730,841	6,649,060	9,952,178	11,499,768	5,080,806	7,413,398	9,043,253
New York, New Haven & Hartford R. R	168,203,101	251,839,297	266,653,131	46,932,332	62,916,974	70,215,979	36,976,668	44,956,678	53,557,319
New York, Ontario & Western Ry	77,029,691	84,704,704	87,179,522	6,176,518	8,778,537	9,653,911	4,510,098	6,484,471	7,183,251
Norfolk & Western Ry	146,874,401	200,498,741	226,449,608	21,100,290	35,170,685	43,923,647	12,637,045	21,694,470	29,037,611
Pere Marquette R. R	63,326,533	87,748,170	91,181,593	10,981,391	16,542,271	18,007,716	7,881,806	13,222,015	16,127,911

Philadelphia & Reading Ry	187,617,842	208,358,925	218,913,017	37,357,503	51,344,792	59,204,368	23,901,529	32,215,138	37,937,141
Rutland R. R	20,502,441	20,311,411	21,380,806	2,343,045	3,208,720	3,706,981	1,712,016	2,341,620	3,017,327
Toledo, St. Louis & Western R. R	35,825,281	50,656,187	50,894,115	3,111,358	3,772,636	4,335,166	2,373,976	2,654,594	3,244,362
Wabash-Pittsburgh Terminal Ry	(2)	54,799,038	55,825,950	(2)	743,568	814,318	(2)	700,176	757,254
West Side Belt R. R	3,225,732	4,973,796	5,175,071	59,737	386,143	547,680	32,839	277,051	418,161
Wabash R. R	143,882,509	173,589,881	177,136,631	21,140,829	29,052,087	31,932,455	17,327,233	23,706,193	28,223,985
Western Maryland Ry	66,856,531	84,308,369	105,444,855	3,589,660	7,132,153	7,650,510	2,236,983	4,377,468	6,215,309
Wheeling & Lake Erie R. R	51,661,472	66,914,215	71,027,791	4,136,661	6,966,881	7,863,676	3,289,206	5,201,307	6,695,695
Grand total	4,300,477,902	5,620,709,026	6,280,571,612	870,783,002	1,237,344,124	1,424,119,991	619,345,428	884,278,737	1,087,365,925
1913 over 1910:									
Increase		$659,862,586			$186,775,867			$203,087,188	
Per cent of increase		11.74			15.09			22.97	
1913 over 1903:									
Increase		$1,980,093,710			$553,336,989			$468,020,497	
Per cent of increase		46.04			63.54			33.93	

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[1] Report not received.

[2] Not shown.

SHRIVER EXHIBIT No. 3—Continued.

Summary of 38 systems—Property investment, operating revenue, operating expenses, income, and taxes—Continued.

COMBINED STATEMENT OF ALL SYSTEMS (COAL AND COKE; DETROIT, TOLEDO & IRONTON; AND LEHIGH & NEW ENGLAND EXCLUDED—Continued.

The following facts are significant:

[D denotes decrease.]

	10-year average.	1903	1910	1913	Per cent of increase 1913 over—		
					10-year average.	1903	1910
1. Return on property investment.[1]—The return of operating income on total property investment shows a steady decline as follows:							
Property investment	$5,152,092,242	$4,300,477,902	$5,620,709,023	$6,280,571,611	21.90	46.04	11.74
Net operating income	293,933,345	251,437,577	353,065,386	336,754,065	14.57	33.93	D 4.62
Per cent on property investment	5.71	5.85	6.28	5.36	D 6.13	D 8.38	D 14.65
2. Return on capital obligations.—There is a corresponding decline in the percentage of net corporate income (plus interest) to total capital obligations and of net corporate income to capital stock, with a corresponding decline in the margin of safety, after payment of interest and dividends, as follows:							
Return net corporate income (plus interest) on total capital obligations—							
Total capital obligations	$5,428,919,658	$4,281,918,452	$6,019,803,731	$6,389,535,638	17.69	49.22	6.14
Net corporate income (plus interest)	304,486,427	249,598,191	377,299,522	362,470,794	19.04	45.22	D 3.93
Per cent on total capital obligations	5.61	5.83	6.27	5.67	1.07	D 2.74	D 9.57
Return net corporate income on capital stock—							
Total capital stock	$2,189,183,187	$1,897,834,812	$2,376,932,805	$2,559,782,387	16.93	34.88	7.69
Net corporate income	174,226,187	148,546,657	230,507,061	206,591,864	18.58	39.08	D 10.38
Per cent on stock	7.96	7.83	9.70	8.07	1.38	3.07	D 16.80
3. Dividends and interest:							
Dividends	$105,858,179	$70,028,286	$137,702,646	$130,686,608	23.45	86.62	D 5.10
Per cent on total stock	4.84	3.69	5.79	5.10	5.80	38.48	D 11.92
Interest and dividends	236,118,419	171,079,820	284,495,107	286,565,538	21.37	67.50	0.73
Per cent on total capital obligations	4.35	3.99	4.73	4.48	2.99	12.28	D 5.29
4. Margin after payment of charges and dividends:							
Amount of margin	$68,368,008	$78,518,371	$92,805,615	$75,905,256	11.02	D 3.33	D 18.21
Per cent on total obligations	1.26	1.83	1.54	1.19	D 5.56	D 34.97	D 22.73
Per cent of total operating revenues	6.29	9.02	7.50	5.33	D 15.26	D 40.91	D 28.93
5. Ratio of stock and bonds to total capital obligations:							
Stock	$2,189,183,187	$1,897,834,812	$2,376,932,805	$2,559,782,387	16.93	34.88	7.69
Per cent of total obligations	40.32	44.32	39.49	40.06	D 0.64	D 9.61	1.44
Bonds	3,239,736,471	2,384,083,640	3,642,870,926	3,829,753,251	18.21	60.64	5.13
Per cent of total obligations	59.68	55.68	60.51	59.94	0.44	7.65	D 0.93

6. Operating results: [2]							
Operating revenues	$1,086,779,833	$870,783,002	$1,237,344,124	$1,424,119,991	31.04	63.54	15.09
Operating expenses	747,490,346	584,718,967	832,363,160	1,022,085,457	36.74	74.80	22.79
Net operating revenue	339,289,487	286,064,035	404,980,964	402,034,534	18.49	40.54	D 0.73
Operating ratio	68.78	67.15	67.27	71.77	4.35	6.88	6.69
Tax accruals	36,502,176	25,773,721	42,914,986	54,494,151	49.29	111.43	26.98
Operating income	302,787,311	260,290,314	362,065,978	347,540,383	14.78	33.52	D 4.01
Less hire of equipment and rents	D 8,853,966	D 8,852,737	D 9,000,592	10,786,318	21.82	21.84	19.84
Net operating income	293,933,345	251,437,577	353,065,386	336,754,065	14.57	33.93	D 4.62
Property investment	5,152,092,242	4,300,477,902	5,620,709,028	6,280,571,611	21.90	46.04	11.74
Net operating income, per cent on property investment	5.71	5.85	6.28	5.36	D 6.13	D 8.38	D 14.65
Maintenance of way and structures and maintenance of equipment	302,141,150	236,300,715	340,722,991	427,350,813	41.44	80.85	25.42
Other operating expenses	445,349,195	348,418,252	491,640,169	594,734,644	33.54	70.70	20.97
Ratio of total maintenance expenses to revenues, per cent	27.80	27.14	27.54	30.01	7.95	10.57	8.97
7. Property investment per mile:							
Per mile owned—first main track	$99,051	$86,214	$106,410	$117,021	18.14	35.73	9.97
Per mile owned—all tracks	52,646	49,167	54,951	58,189	10.53	18.35	5.89
8. With increases in capital obligations and property investment, as indicated, there will be noted the following changes in facilities for transportation:							
Miles of first main track owned	52,014.34	49,881.43	52,821.13	53,670.66	3.18	7.60	1.61
Miles of all track owned	97,863.18	87,467.45	102,286.22	107,933.49	10.29	23.40	5.52
9. The measure of service has increased as follows:							
Tons carried 1 mile	114,899,383,979	90,123,280,803	133,705,073,662	156,799,754,183	36.47	73.98	17.27
Passengers carried 1 mile	13,233,064,282	10,803,110,279	14,640,158,274	16,055,486,746	21.33	48.62	9.67
Total passengers and freight units 1 mile	128,132,448,261	100,926,391,082	148,345,231,936	172,855,240,927	34.90	71.27	16.62
10. The returns received from the freight and passenger business compare as follows:							
Total freight revenue	$756,859,336	$609,534,248	$864,321,950	$998,250,788	31.89	63.77	15.50
Average revenue per ton per mile ..... cents	.659	.676	.646	.637	D 3.34	D 5.77	D 1.39
Total passenger revenue	243,186,420	204,196,415	263,132,993	297,361,234	22.28	45.63	13.01
Average revenue per passenger per mile ..... cents	1.838	1.890	1.797	1.852	.76	D 2.01	3.06
Total operating revenues	1,086,779,833	870,783,002	1,237,344,124	1,424,119,991	31.04	63.54	15.09
11. The increased ratios of operating costs are shown below:							
Ratio of expenses (excluding taxes) to revenues	68.78	67.15	67.27	71.77	4.35	6.88	6.69
Ratio of expenses (including taxes) to revenues	72.14	70.11	70.74	75.60	4.80	7.83	6.87
Total taxes	36,502,176	25,773,721	42,914,986	54,494,151	49.29	111.43	26.98
Taxes per cent of total operating revenues	3.36	2.96	3.47	3.83	13.99	29.39	10.37
Taxes per cent of net operating revenue	10.76	9.01	10.60	13.55	25.93	50.39	27.83

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[1]

Increase in property investment 1913 over 1903	$1,980,093,700	Increase in property investment 1913 over 1910	$650,862,588
Increase in net operating income 1913 over 1903	85,316,488	Decrease in net operating income 1913 over 1910	16,311,321
Per cent return on increase	4.31	Per cent return on increase	−2.47

The figures for the latter period, 1910-1913, indicate that the companies not only received no return on additional investment, but the decrease in net operating income was equal to 2.47 per cent on the additional investment made during the period.

[2] There has been a decline of $16,311,321, or 4.62 per cent, in net operating income, and a decline of $23,915,197, or 10.38 per cent, in net corporate income between 1910 and 1913, notwithstanding an increase of $186,775,867, or 15.09 per cent, in operating revenues and an increase of $650,862,588, or 11.74 per cent, in property investment.

SHRIVER EXHIBIT No. 3—Continued.

Summary of 38 systems—property investment, operating revenue, operating expense, income, and taxes—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease.]

[Page 4½.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	49,881.43	50,532 25	50,988.42	51,529.77	52,121.51	52,622.00	52,761.47	52,821.13	53,294.36
2. Owned—miles of all main tracks	61,638.70	63,058.30	64,298.72	65,402 54	66,824.83	68,003.88	68,398.71	68,823.78	70,316.30
3. Owned—miles of all tracks	87,467.45	90,441.55	92,906.60	95,372.33	97,930.75	100,055.95	101,040.01	102,286.22	104,645.76
4. Operated—miles of first main track	53,608.93	54,615.53	55,305.77	55,991.28	56,522.32	57,013.91	57,167.45	57,336.99	57,759.99
5. Operated—miles of all main tracks	66,086.74	67,961.03	69,776.59	71,188.31	72,670.83	73,912.43	74,440.26	74,991.50	76,473.99
6. Operated—miles of all tracks	93,230.53	96,819.65	98,726.41	102,705.28	105,359.78	107,554.81	108,717.82	110,204.92	112,477.49
B—TOTAL CAPITAL OBLIGATIONS	$4,281,918,452	$4,582,251,772	$4,819,253,420	$5,165,477,627	$5,497,527,083	$5,692,145,462	$5,748,141,319	$6,019,803,731	$6,198,713,223
Per mile owned—first main track	85,842	90,680	94,517	100,243	105,475	108,170	108,946	113,966	116,311
Per mile owned—all main tracks	69,468	72,667	74,951	78,980	82,268	83,703	84,039	87,467	88,155
Per mile owned—all tracks	48,954	50,665	51,872	54,161	56,137	56,890	56,890	58,853	59,235
Capital stock	1,897,834,812	1,994,467,507	2,024,375,162	2,059,969,076	2,184,401,291	2,168,356,520	2,160,612,835	2,376,932,805	2,513,216,548
Increase over previous year		93,632,695	29,907,655	35,593,914	124,432,215	D 16,044,771	D 7,743,685	216,319,970	136,283,743
Funded debt, including notes issued for capital obligations	2,384,083,640	2,587,781,265	2,794,878,258	3,105,508,551	3,313,125,795	3,523,788,942	3,587,528,514	3,642,870,926	3,685,496,675
Increase over previous year		203,700,625	207,093,993	310,630,293	207,617,244	210,663,147	63,739,572	55,342,412	42,625,749
Ratio of capital stock to total capital obligations	44.32	43 53	42.01	39.88	39.73	38.09	37.59	39.49	40.54
C—PROPERTY INVESTMENT [1]	4,300,477,902	4,434,458,469	4,604,835,465	4,817,774,549	5,091,508,530	5,259,360,663	5,343,954,126	5,620,709,023	5,950,189,096
Per mile owned—first main track	86,214	87,755	90,311	93,495	97,685	99,946	101,285	106,410	111,648
Per mile owned—all main tracks	69,769	70,323	71,616	73,663	76,192	77,339	78,129	81,668	84,620
Per mile owned—all tracks	49,167	49,031	49,564	50,513	51,991	52,564	52,890	54,951	56,860
Additions to property investment account		133,980,567	170,376,995	212,939,084	273,733,981	239,852,133	84,593,463	276,754,897	329,480,073
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	870,783,002	901,010,256	945,253,816	1,045,437,962	1,140,502,798	1,094,969,284	1,083,642,250	1,237,344,124	1,255,207,756
Total operating expenses including outside operations	584,718,967	620,530,662	641,619,041	698,679,719	780,629,923	777,073,565	736,515,297	832,363,160	887,537,363
Net operating revenue, including outside operations	286,064,035	280,479,594	303,634,775	346,758,243	359,872,875	317,895,719	347,126,953	404,980,964	367,670,393
Tax accruals	25,773,721	27,677,384	27,119,513	33,711,047	35,307,722	36,032,125	39,114,264	42,914,986	46 159,580
Operating income	260,290,314	252,802,210	276,515,262	313,047,196	324,565,153	281,863,594	308,012,689	362,065,978	32,510,813
Other income relating to operation									

Hire of equipment—Cr	2,267,259	2,723,142	2,051,429	1,626,291	3,357,451	6,026,632	2,734,519	3,839,577	4,676,717
Joint facilities—Cr	3,337,060	4,077,000	3,842,210	4,247,983	4,096,821	6,549,029	7,478,119	8,046,556	8,698,737
Miscellaneous rents—Cr	2,958,084	2,929,205	3,342,454	3,399,740	3,701,385	5,544,671	4,858,354	4,546,395	5,011,363
Total	8,562,403	9,729,347	9,236,093	9,274,014	11,155,657	18,120,332	15,070,992	16,432,528	18,386,817
Deductions from income relating to operation									
Hire of equipment—Dr	9,591,899	9,160,740	9,751,329	7,820,171	6,217,677	8,330,949	10,959,084	8,629,642	10,639,131
Joint facilities—Dr	7,379,258	7,951,844	8,413,888	9,302,796	9,969,250	11,290,341	12,436,844	13,253,673	13,824,597
Miscellaneous rents—Dr	443,983	533,491	775,674	1,052,714	1,115,984	3,748,155	3,141,316	3,549,805	4,366,725
Total	17,415,140	17,646,075	18,940,891	18,175,681	17,302,911	23,369,445	26,537,244	25,433,120	28,830,453
Net operating income	251,437,577	244,885,482	266,810,464	304,145,529	318,417,899	276,614,481	296,546,437	353,065,386	311,067,177
Per cent on property investment	5.85	5.52	5.79	6.31	6.25	5.26	5.55	6.28	5.23
Other income	25,293,060	25,619,895	28,506,235	30,994,867	35,896,266	43,536,676	45,654,592	50,274,466	48,600,643
Total income	276,730,637	270,505,377	295,316,699	335,140,396	354,314,165	320,151,157	342,201,029	403,339,852	359,667,820
Other deductions									
Lease of roads	18,896,883	18,185,402	18,541,786	17,985,341	18,393,196	19,198,078	19,064,670	19,383,370	19,003,527
Interest deductions	101,051,534	104,290,479	111,758,155	118,256,568	131,747,556	142,588,953	145,927,139	146,792,461	149,492,443
Miscellaneous other deductions	8,235,563	8,564,983	9,716,446	10,806,839	14,338,135	8,285,250	7,407,589	6,656,960	9,254,300
Total	128,183,980	131,040,864	140,016,387	147,048,748	164,478,887	170,072,281	172,399,398	172,832,791	177,750,270
Net corporate income for the year	148,546,657	139,464,513	155,300,312	188,091,648	189,835,278	150,078,876	169,801,631	230,507,061	181,917,550
Per cent on capital stock outstanding	7.83	6.99	7.67	9.13	8.69	6.92	7.86	9.70	7.24
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceeding year	191,005,204	233,759,365	231,830,202	242,186,301	261,546,481	282,998,676	275,451,363	300,770,381	345,539,517
Net corporate income for the year	148,546,657	139,464,513	155,300,312	188,091,648	189,835,278	150,078,876	169,801,631	230,507,061	181,917,550
Miscellaneous profit and loss items—net	16,089,346	5,096,199	D 5,494,138	5,887,222	21,426,055	D 6,827,888	D 5,734,319	12,402,540	D 2,371,944
Total surplus	355,641,207	378,320,077	381,636,376	436,165,171	472,807,814	426,249,664	439,518,675	543,679,982	525,085,123
Dividends declared	70,028,286	80,277,490	91,919,696	95,148,083	107,850,374	102,638,025	100,277,654	137,702,646	123,203,498
Percent on capital stock outstanding	3.69	4.03	4.54	4.62	4.94	4.73	4.64	5.79	4.90
Additions, betterments, and permanent improvements appropriations	45,541,363	58,925,015	41,080,279	71,627,413	73,993,310	39,980,491	30,625,759	55,624,486	52,744,234
Sinking and special reserve funds appropriations	6,312,193	7,287,370	6,450,100	7,843,194	7,965,454	8,179,785	7,844,881	4,813,333	5,947,696
Total surplus appropriated	121,881,842	146,489,875	139,450,075	174,618,690	189,809,138	150,798,301	138,748,294	198,140,465	181,895,428
Unappropriated surplus carried over to the following year	233,759,365	231,830,202	242,186,301	261,546,481	282,998,676	275,451,363	300,770,381	345,539,517	343,189,695

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 3—Continued.

Summary of 38 systems—property investment, operating revenue, operating expense, income, and taxes—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	53,590 98	53,670.66	51,010.68	53,017.99	3.94	52,014.34	3.03	1.46	1.61
2. Owned—miles of all main tracks	71,155.73	71,772.55	64,244.62	69,339.68	7.93	66,792.15	6.53	3.39	4.28
3. Owned—miles of all tracks	106,485.22	107,933.49	92,823.74	102,902.63	10.86	97,863.18	8.81	4.11	5.52
4. Operated—miles of first main track	58,175.34	58,275.16	55,208.77	57,490.74	4.13	56,349.76	3.24	1.46	1.64
5. Operated—miles of all main tracks	77,487.25	78,045.35	69,536.70	75,461.09	8.52	72,498.90	6.88	3.38	4.07
6. Operated—miles of all tracks	114,546.50	116,233.19	99,568.33	110,700.31	11.18	105,134.32	8.95	2.94	5.47
B—TOTAL CAPITAL OBLIGATIONS	$6,283,964,456	$6,389,535,638	$4,869,285,671	$5,988,553,644	22.99	$5,428,919,658	15.75	4.39	6.14
Per mile owned—first main track	117,258	119,051	95,456	112,953	18.33	104,374	12.34	2.89	4.46
Per mile owned—all main tracks	88,313	89,025	75,793	86,365	13.95	81,281	8.65	.97	1.78
Per mile owned—all tracks	59,013	59,199	52,457	58,196	10.94	55,475	6.38	.27	5.88
Capital stock	2,511,665,309	2,559,782,387	2,032,209,571	2,346,156,803	15.45	2,189,183,187	14.73	5.67	7.69
Increase over previous year	D 1,551,239	48,117,078							
Funded debt, including notes issued for capital obligations	3,772,299,147	3,829,753,251	2,837,076,102	3,642,396,841	28.31	3,239,736,471	16.44	3.55	5.18
Increase over previous year	86,802,472	57,454,104							
Ratio of capital stock to total capital obligations	39.97	40.06	41.74	39.18	D 6.13	40.32	D .87	1.22	1.44
C—PROPERTY INVESTMENT [1]	6,097,658,597	6,280,571,611	4,649,810,983	5,654,373,501	21.60	5,152,092,242	18.35	8.49	11.74
Per mile owned—first main track	113,781	117,021	91,154	106,650	17.00	99,051	14.87	6.93	9.97
Per mile owned—all main tracks	85,695	87,507	72,377	81,546	12.67	77,136	11.10	4.93	7.15
Per mile owned—all tracks	57,263	58,189	50,093	54,949	9.69	52,646	8.77	4.21	5.89
Additions to property investment account	147,769,501	182,913,014							
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	1,293,647,077	1,424,119,991	980,597,567	1,192,962,098	21.66	1,086,779,833	19.03	4.55	15.09
Total operating expenses, including outside operations	915,235,753	1,022,085,457	665,235,663	829,745,028	24.73	747,490,346	22.44	9.96	22.79
Net operating revenue, including outside operations	378,411,324	402,034,534	315,361,904	363,217,070	15.17	339,289,487	11.53	D 6.56	D .73
Tax accruals	51,211,424	54,494,151	29,917,877	43,086,475	44.02	36,502,176	40.30	19.33	26.98
Operating income	327,199,900	347,540,383	285,444,027	320,180,595	12.15	302,787,311	8.06	D 9.63	D 4.01

Other income relating to operation									
Hire of equipment—Cr	4,918,898	6,105,809	2,405,114	4,439,269	84.58	3,422,192	43.74	28.11	59.02
Joint facilities—Cr	9,309,206	9,753,302	3,920,215	8,016,329	104.49	5,968,272	55.98	15.69	21.21
Miscellaneous rents—Cr	5,390,757	5,785,600	3,266,174	5,070,308	55.24	4,168,241	29.33	18.57	27.26
Total	19,618,861	21,644,711	9,591,503	17,525,906	82.72	13,558,705	44.70	19.39	31.72
Deductions from income relating to operation									
Hire of equipment—Dr	10,295,646	11,345,892	8,508,363	9,770,890	14.84	9,139,627	12.65	19.31	31.48
Joint facilities—Dr	15,377,038	16,338,503	8,603,408	13,236,499	53.85	10,919,954	40.82	16.02	23.28
Miscellaneous rents—Dr	4,803,064	4,746,634	784,369	3,921,813	400.00	2,353,090	104.12	35.31	33.72
Total	30,475,748	32,431,029	17,896,140	26,929,202	50.47	22,412,671	35.98	19.83	27.51
Net operating income	316,343,013	336,754,065	277,139,390	310,727,299	12.12	293,933,345	7.62	D 10.40	D 4.62
Per cent on property investment	5.19	5.36	5.96	5.50	D 7.72	5.71	D 9.11	D 17.36	D 14.65
Other income	49,788,112	53,643,005	29,262,065	47,570,898	62.57	38,416,481	29.60	D .97	6.70
Total income	366,131,125	390,397,070	306,401,455	358,398,197	16.94	332,349,826	10.16	D 9.23	D 3.21
Other deductions									
Lease of roads	18,746,865	18,734,852	18,400,522	19,079,302	3.69	18,739,911	.04	D 3.28	D 3.35
Interest deductions	150,697,110	155,878,930	113,420,858	147,099,621	29.69	130,260,240	15.69	2.66	6.19
Miscellaneous other deductions	7,968,808	9,191,424	10,332,393	7,914,582	D 23.40	9,123,488	D 12.66	19.71	38.07
Total	177,412,783	183,805,206	142,153,773	174,093,505	22.47	158,123,639	12.20	2.65	6.35
Net corporate income for the year	188,718,342	206,591,864	164,247,682	184,204,692	12.15	174,226,187	8.32	D 18.13	D 10.38
Per cent on capital stock outstanding	7.51	8.07	8.08	7.85	D 2.85	7.96	D 5.66	D 22.58	D 16.81
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	343,189,695	328,667,558	232,065,510	309,589,926	33.41	270,827,718	26.72	14.10	9.28
Net corporate income for the year	188,718,342	206,591,864	164,247,682	184,204,692	12.15	174,226,187	8.32	D 18.13	D 10.38
Miscellaneous profit and loss items—net	D 12,071,499	D 37,317,420	8,600,937	D 2,920,622	133.96	2,840,158	525.03	D 1,197.33	D 400.89
Total surplus	519,836,538	497,942,002	404,914,129	490,873,996	21.23	447,894,063	16.06	D 4.39	D 8.41
Dividends declared	149,536,034	130,686,608	89,044,786	122,671,571	37.76	105,858,179	41.26	8.59	D 5.10
Percent on capital stock outstanding	5.95	5.10	4.38	5.23	19.41	4.84	22.93	3.48	D 11.92
Additions, betterments, and permanent improvements appropriations	33,585,146	36,341,981	58,233,476	42,512,023	D 27.00	50,372,750	D 33.33	D 39.62	D 34.67
Sinking and special reserve funds appropriations	8,047,800	7,610,736	7,171,662	6,966,699	D 2.86	7,069,180	13.84	67.20	58.12
Total surplus appropriated	191,168,980	174,639,325	154,449,924	172,150,293	11.46	163,300,109	17.07	D 3.52	D 11.86
Unappropriated surplus carried over to the following year	328,667,558	323,302,677	250,464,205	318,723,703	27.25	284,593,954	15.49	D 4.88	D 6.44

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 o agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts equipment loaned, Cr., and equipment borrowed, Dr., have been adjusted through expenses and income, year 1908.

SHRIVER EXHIBIT No. 3—Continued.

Summary of 38 systems—Property investment, operating revenue, operating expenses, income, and taxes—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 5.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$609,534,248	$628,115,952	$660,876,244	$741,973,812	$816,683,240	$749,868,525	$741,056,839	$864,321,950	$863,069,418
Passenger revenue	204.196.415	211,321,657	219,488,493	232,909,963	248.704,008	249,583,059	241,659,525	263,132,993	278,265,278
Mail revenue	16,607,204	18.082,731	18,154.627	19,820,924	19.800,088	18,650.448	18.700.804	18,228,777	18.306,868
Express revenue	18,946,347	20,806,491	21,928,181	24,536,577	26,590.885	28,560,111	27,618,889	30,968,724	31,945,575
Other transportation revenue, nontransportation and outside operating revenue	21,498,788	22,683.425	24,806.271	26,196,686	28,715,577	48,307,141	54,606,193	60,691,680	63,620,617
Total operating revenue	870,783,002	901,010.256	945,253,816	1,045,437,962	1,140,502,798	1,094.969,284	1,083,642,250	1,237,344,124	1,255,207,756
Per mile operated—first main track	16,243	16,497	17,091	18,671	20,178	19,205	18,956	21,580	21,731
Per mile operated—all main tracks	13,176	13,258	13,547	14,686	15,694	14,814	14,557	16,500	16,414
Per mile operated—all tracks	9,340	9,306	9,478	10,179	10.825	10.181	9,967	11,228	11,160
B—EXPENSES:									
Maintenance of way and structures	115,382,265	112,438,286	117,502.792	129,897,346	140,909,366	130,718,188	122,031,597	145,281,600	150,872.895
Per mile operated—first main track	2,152	2,059	2.125	2,320	2,493	2,293	2,135	2,534	2,612
Per mile operated—all main tracks	1,746	1,654	1,684	1,825	1,939	1,769	1,639	1,937	1.973
Per mile operated—all tracks	1,238	1.161	1.178	1,265	1,337	1,215	1,122	1,318	1,341
Ratio to total operating revenue	13.25	12.48	12.43	12.43	12.36	11.94	11.26	11.74	12.02
Ratio to total operating expenses	19.73	18.12	18.31	18.59	18.05	16.83	16.57	17.46	17.00
Maintenance of equipment	120,918.450	135,516,937	145,418.256	162,387,253	178,161,604	177.214.799	172,212,046	195,441,391	201,659,499
Ratio to total operating revenue	13.89	15.04	15.38	15.53	15.62	16.18	15.89	15.80	16.07
Ratio to total operating expenses	20.68	21.84	22.66	23.24	22.82	22.81	23.39	23.49	22.73
Traffic expenses and transportation expenses	321,798.733	343,150.781	347,974,522	373,790,168	425.735.713	423,066.808	391,760.789	435,283,447	475,538.956
Ratio to total operating revenue	36.96	38.09	36.81	35.75	37.33	38.64	36.15	35.18	37.89
Ratio to total operating expenses	55.03	55.30	54.23	53.50	54.54	54.45	53.20	52.31	53.59
General expenses and outside operation expenses	26,619.519	29,424,658	30,723,471	32,604.952	35,823,240	46,073.770	50,510,865	56,356.722	59,466.013
Ratio to total operating revenue	3.06	3.27	3.25	3.12	3.14	4.21	4.66	4.55	4.74
Ratio to total operating expenses	4.55	4.74	4.79	4.67	4.59	5.91	6.84	6.75	6.68
Total operating expenses	584.718,967	620,530,662	641,619,041	698,679,719	780,629,923	777,073,565	736,515,297	832,363,160	887,537,368
Ratio to total operating revenue	67.15	68.87	67.88	66.83	68.45	70.97	67.97	67.27	70.71
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....

C—Taxes	25,773,721	27,677,384	27,110,513	33,711,047	35,307,722	36,032,125	39,114,264	42,914,986	46,159,580
Per mile owned—first main track	517	548	532	654	677	685	741	812	866
Per mile owned—all main tracks	418	439	422	515	528	530	572	624	656
Per mile owned—all tracks	295	306	292	353	361	360	387	420	441
Ratio to total operating revenue	2.96	3.07	2.87	3.22	3.10	3.29	3.61	3.47	3.68
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives						59,780,997	57,112,287	65,126,795	69,523,688
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars			Returns incomplete.			14,666,546	16,043,712	17,540,212	17,133,149
Average cost per passenger car									
Freight-train cars						73,184,592	71,997,063	81,736,739	81,835,156
Average cost per freight car									
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives						52,968,519	49,391,529	57,150,104	61,096,184
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars			Returns incomplete.			12,667,491	11,839,107	13,185,268	13.534,459
Average cost per passenger car									
Freight-train cars						53,426,855	52,578,700	58,861,048	61,781,270
Average cost per freight car									
F—Statistics:									
Number of passengers carried 1 mile	10,803,110,279	11,205,395,080	11,891,361,296	12,416,539,513	13,481,667,105	13,854,288,967	13,490,669,324	14,640,158,274	15,185,669,391
Average rate per passenger per mile.......cents	1.890	1.886	1.846	1.876	1.845	1.801	1.791	1.797	1.832
Number of tons of revenue freight carried 1 mile	90,123,280,803	90,525,184,943	98,236,303,166	113,518,826,855	123,925,205,339	114,025,660,089	113,238,330,606	133,705,073,662	132,910,764,436
Average rate per ton per mile.......cents	.676	.694	.673	.654	.659	.658	.654	.646	.649
Average revenue tons per car per mile									
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile									

SHRIVER EXHIBIT No. 3—Continued.

Summary of 38 systems—Property investment, operating revenue, operating expenses, income, and taxes—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[D denotes decrease.]

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$893,093,131	$998,250,788	$691,436,699	$822,281,978	18.92	$756,859,336	18.00	3.33	15.50
Passenger revenue	282,602,805	297,361,234	223,324,107	263,048,732	17.79	243,186,420	16.21	7.40	13.01
Mail revenue	18,212,015	18,008,497	18,493,115	18,419,782	D .40	18,456,449	D 1.32	D .09	D 1.21
Express revenue	32,831,031	36,085,803	22,563,496	30,384,866	34.66	26,474,181	24.01	6.01	16.52
Other transportation revenue, nontransportation and outside operating revenues	66,908,095	74,413,669	24,780,150	58,826,743	137.39	41,803,467	60.05	10.24	22.61
Total operating revenue	1,293,647,077	1,424,119,991	980,597,567	1,192,962,098	21.66	1,086,779,833	19.03	4.55	15.09
Per mile operated—first main track	22,237	24,438	17,762	20,751	16.83	19,286	15.30	3.04	13.24
Per mile operated—all main tracks	16,695	18,247	14,102	15,809	12.10	14,990	11.37	1.18	10.59
Per mile operated—all tracks	11,294	12,252	9,848	10,777	9.43	10,337	9.26	.59	9.12
B—EXPENSES:									
Maintenance of way and structures	151,599,597	180,531,584	123,226,011	140,100,775	13.69	131,663,398	15.14	4.35	24.26
Per mile operated—first main track	2,606	3,098	2,232	2,437	9.19	2,337	11.51	2.84	22.26
Per mile operated—all main tracks	1,956	2,313	1,772	1,857	4.80	1,816	7.71	.98	19.41
Per mile operated—all tracks	1,323	1,553	1,238	1,266	2.26	1,252	5.67	.38	17.83
Ratio to total operating revenue	11.72	12.68	12.57	11.74	D 6.60	12.12	D 3.30	D .17	8.01
Ratio to total operating expenses	16.57	17.67	18.52	16.88	D 8.86	17.61	D 5.91	D 5.10	1.20
Maintenance of equipment	215,847,336	246,819,229	148,480,500	192,475,014	29.63	170,477,757	26.61	10.44	26.29
Ratio to total operating revenue	16.69	17.33	15.14	16.13	6.54	15.69	6.37	3.63	9.68
Ratio to total operating expenses	23.59	24.15	22.32	23.20	3.94	22.81	3.42	.43	2.81
Traffic expenses and transportation expenses	487,286,656	529,625,347	362,489,983	442,587,331	22.10	402,538,657	21.05	11.95	21.67
Ratio to total operating revenue	37.67	37.19	36.97	37.10	.35	37.04	1.70	7.08	5.71
Ratio to total operating expenses	53.25	51.83	54.49	53.34	D 2.11	53.85	D 1.11	1.80	D .92
General expenses and outside operation expenses	60,502,164	65,109,297	31,039,169	54,581,908	75.85	42,810,539	41.33	7.36	15.53
Ratio to total operating revenue	4.68	4.57	3.17	4.58	44.48	3.94	18.78	2.86	.44
Ratio to total operating expenses	6.59	6.35	4.67	6.58	40.90	5.73	15.01	D 2.37	D 5.93
Total operating expenses	915,235,758	1,022,085,457	665,235,663	829,745,028	24.73	747,490,346	22.44	9.96	22.79
Ratio to total operating revenue	70.75	71.77	67.84	69.55	2.52	68.78	2.86	5.17	6.69
Ratio to total operating expenses									
C—TAXES	51,211,424	54,494,151	29,917,877	43,086,475	44.02	36,502,176	40.30	19.33	26.98
Per mile owned—first main track	956	1,015	587	813	38.50	702	36.18	17.73	25.00
Per mile owned—all main tracks	720	759	466	621	33.26	547	31.63	15.38	21.63

Per mile owned—all tracks	491	505	322	419	30.12	373	28.96	14.52	20.24
Ratio to total operating revenue	3.96	3.83	3.05	3.61	18.36	3.36	17.86	14.12	10.37
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	77,144,515	87,597,240	47,758,528	65,737,656	37.65	56,748,092	35.94	18.45	34.50
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars	18,815,758	20,525,330	13,444,621	16,839,875	25.25	15,142,248	24.26	7.27	17.02
Average cost per passenger car									
Freight-train cars	85,312,177	99,785,820	52,034,466	78,813,145	51.46	65,423,806	30.40	4.37	22.08
Average cost per freight car									
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives	66,734,043	73,561,735	12,366,979	57,468,076	364.69	34,917,528	91.12	16.77	28.72
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars	14,143,906	15,177,013	3,180,112	13,074,046	311.12	8,127,079	74.03	7.27	15.11
Average cost per passenger car									
Freight-train cars	61,532,858	71,592,546	11,278,530	57,636,146	411.03	34,457,338	78.58	4.54	21.63
Average cost per freight car									
F—STATISTICS:									
Number of passengers carried 1 mile	15,361,783,587	16,065,486,746	11,959,614,655	14,506,513,909	21.30	13,233,064,282	16.09	4.93	9.67
Average rate per passenger per mile......cents	1.840	1.852	1.867	1.813	D 2.89	1.838	.11	2.39	3.06
Number of tons of revenue freight carried 1 mile	138,785,179,893	156,799,754,183	103,265,760,221	126,533,007,737	22.53	114,899,383,979	20.79	3.80	17.27
Average rate per ton per mile......cents	.644	.637	.670	.650	D 2.99	.659	D 2.28	D .31	D 1.39
Average revenue tons per car per mile									
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile									

Combined statement of the Baltimore & Ohio R. R., Pennsylvania lines (east and west), and New York Central lines (east and west).

[Pages 6-8.]

Lines included.—The properties covered by the accompanying statements are those owned, operated, and controlled by the above companies, with the exception of some corporations, principally terminal companies owned jointly with other companies, which have been excluded.

Method of compilation.—All intercorporate system ownership and dividends on stock and interest on funded debt paid and received for such intercorporate holdings have been eliminated. The capital obligations shown are therefore those outstanding after such elimination.

Property investment includes all items representing property of the companies used for the benefit of the public, the income and expense attached to which is covered in its operating income account.

Adjustments have been made as noted on statement, in the operating and income account for purpose of proper comparison.

The principal comparisons are as between the fiscal year ended June 30, 1913, 10-year average of period to June 30, 1912, and year 1903 and year 1910.

SHRIVER EXHIBIT No. 3—Continued.

Combined statement of the Baltimore & Ohio R. R., Pennsylvania Lines (east and west), New York Central Lines (east and west).

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease or deficit.]

[Page 9.]

Item.	Year ending June 30—								
	1903	1904	1905	1906	190.	1908	1909	1920	1911
A—MILEAGE:									
1. Owned—miles of first main track	26,340.12	26,441.97	26,629.28	26,803.95	26,958.96	27,029.56	27,029.56	27,062.75	27,063.88
2. Owned—miles of all main tracks	33,732.83	34,443.62	35,224.13	35,714.97	36,478.77	37,050.18	37,116.28	37,305.89	38,036.97
3. Owned—miles of all tracks	47,915.89	49,588.30	51,172.12	52,416.06	53,805.52	54,927.56	55,350.90	55,921.92	57,155.17
4. Operated—miles of first main track	26,946.67	27,267.92	27,461.51	27,737.88	27,887.80	27,944.16	27,965.03	28,094.03	28,039.90
5. Operated—miles of all main tracks	34,435.89	35,418.72	36,222.77	36,875.75	37,696.91	38,235.00	38,422.35	38,731.48	39,456.21
6. Operated—miles of all tracks	48,663.25	50,688.13	52,204.09	53,737.94	55,223.83	56,262.44	56,807.04	57,525.54	58,766.90
B—TOTAL CAPITAL OBLIGATIONS	2,058,517,002	2,256,623,483	2,337,366,084	2,533,207,210	2,661,284,449	2,751,225,159	2,772,685,508	2,935,355,150	3,025,623,382
Per mile owned—first main track	78,151	85,342	87,774	94,509	98,716	101,786	102,595	108,465	111,796
Per mile owned—all main tracks	60,934	65,516	66,357	70,928	72,954	74,257	74,703	78,683	79,544
Per mile owned—all tracks	42,934	45,507	45,677	48,329	49,461	50,088	50,093	52,490	52,937
Capital stock	826,786,331	893,830,783	910,829,602	936,664,631	987,494,430	984,607,417	972,902,107	1,114,945,129	1,166,759,039
Increase over previous year		67,094,457	16,948,814	25,835,029	50,829,799	D 2,887,013	D 11,705,310	142,043,022	51,843,910
Funded debt, including notes issued for capital obligations	1,231,730,671	1,362,742,695	1,426,536,482	2,596,542,579	1,673,790,019	1,766,617,742	1,799,783,401	1,820,410,021	1,858,834,343
Increase over previous year		31,012,024	63,793,787	170,006,097	77,247,440	92,827,723	33,165,659	20,626,620	38,424,322
Ratio of capital stock to total capital obligations	40.16	39.61	38.97	36.98	37.11	35.79	35.09	37.98	38.56
C—PROPERTY INVESTMENT[1]	2,146,095,383	2,209,923,369	2,275,258,743	2,399,602,850	2,532,859,554	2,598,851,024	2,647,667,512	2,830,000,110	3,068,427,557
Per mile owned—first main track	81,476	83,576	85,442	89,524	93,952	96,148	97,969	104,572	113,377
Per mile owned—all main tracks	63,526	64,161	64,591	67,183	69,434	70,144	71,334	75,859	80,670
Per mile owned—all tracks	44,761	44,565	44,463	45,780	47,074	47,314	47,834	50,606	53,686
Additions to property investment account		63,327,981	65,335,374	124,344,107	133,256,704	65,991,470	48,816,488	182,332,598	238,427,447
D—INCOME ACCOUNT:[4]									
Total operating revenue, including outside operations	488,143,821	496,159,320	516,494,750	582,742,814	638,458,670	603,455,175	592,951,172	687,982,551	691,746,358
Total operating expenses, including outside operations	335,218,160	354,683,843	363,707,555	401,795,679	455,013,456	437,577,724	414,311,630	479,115,722	507,173,546
Net operating revenue, including outside operations	152,925,661	141,475,477	152,787,195	180,947,135	183,445,214	165,877,451	178,639,542	208,866,829	184,572,812
Tax accruals	14,544,606	15,449,749	14,468,779	19,003,891	18,764,698	19,295,737	21,862,897	23,361,637	25,929,629
Operating income	138,381,055	126,025,728	138,318,416	161,943,244	164,680,516	146,581,714	156,776,645	185,505,192	158,643,183

Other income relating to operation.									
Hire of equipment—Cr.		14,868	45,200		337,087	236,209			
Joint facilities—Cr.	1,987,476	2,382,965	2,307,454	2,685,157	2,315,183	4,668,405	5,512,793	5,950,459	6,549,743
Miscellaneous rents—Cr.	2,273,850	2,029,125	2,441,933	2,318,080	2,572,043	4,452,043	3,697,218	3,407,178	3,751,165
Total	142,642,381	130,452,686	143,113,003	166,946,481	169,904,829	155,938,371	165,936,656	194,862,829	168,944,091
Deductions from income relating to operation.									
Hire of equipment—Dr.	6,165,333	5,950,261	5,614,842	4,791,141	3,651,202	4,361,126	7,191,700	5,017,203	5,641,752
Joint facilities—Dr.	2,908,989	3,574,623	3,611,058	4,046,267	4,496,383	5,121,286	5,611,481	6,325,496	6,650,607
Miscellaneous rents—Dr.	215,409	246,756	202,419	264,874	327,901	2,736,413	1,911,878	2,041,106	2,407,565
Total	9,289,731	9,771,640	9,428,319	9,102,282	8,475,486	12,218,825	14,715,059	13,383,805	14,699,924
Net operating income	133,352,650	120,681,046	133,684,684	157,844,199	161,429,343	143,719,546	151,271,597	181,479,024	154,244,167
Per cent on property investment	6.21	5.46	5.88	6.58	6.37	5.53	5.71	6.41	5.03
Other income	9,406,136	10,851,614	13,025,846	15,935,085	17,655,136	22,641,775	21,416,489	23,179,707	24,754,573
Total income	142,758,786	131,532,660	146,710,530	173,779,284	179,084,479	166,361,321	172,688,086	204,658,731	178,998,740
Other deductions.									
Lease of roads	12,093	14,707	24,875	12,718	12,718	68,085	69,214	103,232	63,985
Interest deductions	53,631,646	55,485,025	58,972,729	60,313,375	67,874,025	72,694,905	73,215,206	73,766,197	75,490,508
Miscellaneous other deductions	2,387,475	2,185,002	2,271,904	2,959,706	3,255,682	1,515,767	1,672,114	1,506,570	3,648,389
Total	56,031,214	57,684,734	61,269,508	63,285,799	71,142,425	74,279,477	74,956,534	75,375,999	79,202,882
Net corporate income for the year	86,727,572	73,847,926	85,441,022	110,493,485	107,942,054	92,081,844	97,731,552	129,282,732	99,795,858
Per cent on capital stock outstanding	10.49	8.26	9.38	11.80	10.93	9.35	10.05	11.60	8.55
Per cent of net corporate income (plus interest on funded debt) to capital obligations	6.76	5.67	6.13	6.71	6.54	5.92	6.14	6.88	5.72
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	123,236,111	141,762,720	124,326,050	128,151,658	144,611,305	149,135,571	146,438,273	160,204,636	196,579,870
Net corporate income for the year	86,727,572	73,847,926	85,441,022	110,493,485	107,942,054	92,081,844	97,731,552	129,282,732	99,795,858
Miscellaneous profit and loss items—net	9,533,060	7,453,903	D 546,990	5,079,065	18,845,216	D 4,049,298	D 812,015	20,463,199	11,500,323
Total surplus	219,496,743	223,064,549	209,220,082	243,724,208	271,398,575	237,168,117	243,357,810	309,950,567	307,876,051
Dividends declared	41,897,235	47,071,560	49,667,979	51,442,951	62,439,210	57,048,224	55,424,570	69,751,683	67,168,945
Per cent on capital stock outstanding	5.07	5.27	5.45	5.49	6.32	5.79	5.69	6.25	5.75
Additions, betterments, and permanent improvements appropriations	30,484,511	45,592,315	26,400,730	42,016,002	53,885,895	27,679,329	21,769,734	39,756,844	35,513,729
Sinking and special reserve funds appropriations	5,352,277	6,074,624	4,999,715	5,653,950	5,937,899	6,002,291	5,958,870	3,862,170	5,219,891
Total surplus appropriated	77,734,023	98,738,499	81,068,424	99,112,903	122,263,004	90,729,844	83,153,174	113,370,697	107,902,565
Unappropriated surplus carried over to the following year	141,762,720	124,326,050	128,151,658	144,611,305	149,135,751	146,438,273	160,204,636	196,579,870	199,973,486

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[1] **Includes all items representing directly or indirectly property of the railroad company** used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of tracks, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in General Expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts equipment loaned, Cr., and equipment borrowed, Dr., have been adjusted through expense and income, year 1908.

SHRIVER EXHIBIT No. 3—Continued.

Combined statement of the Baltimore & Ohio R. R., Pennsylvania Lines (east and west), New York Central Lines (east and west)—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 10.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$340,547,578	$341,842,749	$357,683,713	$410,916,029	$454,890,072	$409,141,282	$397,620,767	$475,599,889	$466,957,171
Passenger revenue	115,327,086	119,056,230	122,396,641	131,480,293	141,353,432	141,573,018	136,467,750	148,967,356	158,264,259
Mail revenue	11,849,869	13,088,923	13,099,053	14,352,155	14,350,039	13,366,094	13,409,753	13,202,151	13,266,803
Express revenue	12,044,075	13,278,610	13,703,553	15,387,080	16,693,491	18,574,241	17,349,592	19,345,867	20,081,687
Other transportation revenue	3,823,992	3,589,318	3,831,879	4,358,573	4,764,298	7,134,296	7,757,096	8,617,170	9,092,266
Outside operations—revenue [1]	2,321,392	2,893,220	2,881,272	2,726,494	2,961,528	8,236,909	13,914,382	14,968,116	15,161,781
Revenue from operations other than transportation	2,229,829	2,410,270	2,898,639	3,522,190	3,445,810	5,429,335	6,431,832	7,282,002	8,922,391
Total operating revenue	488,143,821	496,159,320	516,494,750	582,742,814	638,458,670	603,455,175	592,951,172	687,982,551	691,746,358
Per mile operated—first main track	18,115.18	18,195.72	18,807.95	21,008.92	22,893.83	21,595.04	21,203.31	24,488.57	24,626.16
Per mile operated—all main tracks	14,154.89	14,008.39	14,258.84	15,802.87	16,936.63	15,782.80	15,432.45	17,762.88	17,532.00
Per mile operated—all tracks	10,031.06	9,788.47	9,893.75	10,844.16	11,561.29	10,725.72	10,437.99	11,959.60	11,771.02
B—EXPENSES:									
Maintenance of way and structures	67,973,478	66,147,666	69,253,681	76,695,809	85,610,458	75,945,974	70,723,241	87,430,893	88,407,128
Per mile operated—first main track	2,522.51	2,425.84	2,521.85	2,765.02	3,069.82	2,717.78	2,528.99	3,112.08	3,147.29
Per mile operated—all main tracks	1,971.05	1,867.59	1,911.88	2,079.84	2,271.02	1,986.29	1,840.68	2,257.33	2,240.64
Per mile operated—all tracks	1,398.85	1,304.99	1,326.59	1,427.22	1,550.24	1,349.85	1,244.97	1,519.86	1,504.37
Ratio to total operating revenue	13.92	13.33	13.41	13.16	13.41	12.59	11.93	12.71	12.78
Ratio to total operating expenses	20.28	18.65	19.04	19.09	18.81	17.36	17.07	18.25	17.43
Maintenance of equipment	72,427,265	80,875,426	85,885,853	96,583,041	107,598,704	97,557,662	97,033,472	113,311,067	115,473,294
Ratio to total operating revenue	14.84	16.30	16.63	16.57	16.85	16.17	16.36	16.47	16.69
Ratio to operating expenses	21.61	22.80	23.61	24.04	23.65	22.29	23.42	23.65	22.77
Traffic expenses [2]									
Ratio to total operating revenue									
Ratio to total operating expenses									
Transportation expenses	182,249,793	195,232,160	193,855,099	212,581,639	244,384,839	241,775,611	219,102,841	247,523,456	270,421,290
Ratio to total operating revenue	37.33	38.95	37.53	36.48	38.28	40.07	36.95	35.98	39.09
Ratio to total operating expenses	54.37	54.48	53.30	52.91	53.71	55.25	52.88	51.66	53.82
General expenses	10,539,803	11,754,584	12,183,048	13,365,770	14,543,711	14,023,449	14,163,188	15,182,918	16,956,825
Ratio to total operating revenue	2.16	2.37	2.36	2.30	2.28	2.32	2.39	2.21	2.45
Ratio to total operating expenses	3.14	3.31	3.35	3.33	3.20	3.20	3.42	3.17	3.34
Outside operations—expenses [1]	2,027,821	2,674,007	2,529,874	2,569,420	2,875,744	8,275,029	13,288,888	15,667,387	15,916,509

Total operating expenses	335,218,160	354,683,843	363,707,555	401,795,679	455,013,456	437,577,725	414,311,630	479,115,721	507,173,546
Ratio to total operating revenue	68.67	71.49	70.42	68.95	71.27	72.51	69.87	69.64	73.32
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES	14,544,606	15,449,749	14,468,779	19,003,891	18,764,698	19,295,737	21,862,896	23,361,637	25,929,629
Per mile owned—first main track	552.19	584.29	543.44	709.00	696.05	713.88	808.97	863.24	958.09
Per mile owned—all main tracks	430.53	448.55	410.75	532.10	514.40	520.80	589.04	626.22	681.70
Per mile owned—all tracks	303.36	311.56	282.74	362.55	348.75	351.29	394.99	417.75	453.67
Ratio to total operating revenue	2.98	3.11	2.80	3.26	2.94	3.20	3.69	3.40	3.75
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	24,680,713	28,160,157	30,330,169	31,222,277	35,052,676	32,956,686	32,166,772	37,997,617	40,267,239
Cost per 100 pounds tractive power	10.08	10.70	10.57	9.39	9.69	8.74	8.44	9.44	9.22
Average cost per locomotive	2,453.84	2,674.28	2,767.10	2,603.16	2,768.77	2,556.96	2,496.29	2,855.03	2,896.51
Passenger-train cars	7,485,967	7,907,381	7,502,087	8,602,551	10,048,350	8,562,002	10,179,284	11,204,024	10,427,452
Average cost per passenger car	793.09	804.25	753.37	864.66	969.82	806.59	964.13	1,047.30	918.23
Freight-train cars	27,807,148	30,920,950	32,608,175	40,020,703	44,004,018	41,507,139	41,913,126	49,042,668	47,800,953
Average cost per freight car	65.96	74.66	77.75	89.86	92.49	84.49	87.00	97.54	91.57
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives [3]	4,258,868	4,888,635	4,965,626	4,644,420	4,703,320	30,955,314	28,887,576	34,512,780	36,575,421
Cost per 100 pounds tractive power	8.93	9.64	9.74	7.68	7.85	8.21	7.58	8.57	8.37
Average cost per locomotive	2,381.92	2,618.44	2,728.37	2,301.50	2,376.61	2,401.68	2,240.91	2,593.19	2,630.95
Passenger-train cars [3]	663,255	689,175	776,639	822,274	943,903	7,641,382	7,073,146	7,879,137	8,085,285
Average cost per passenger car	537.05	534.24	605.80	644.41	747.35	719.86	669.93	736.51	711.98
Freight-train cars	2,386,935	3,190,367	3,678,529	4,420,445	5,791,647	32,201,884	32,659,290	36,607,554	38,090,129
Average cost per freight car [3]	28.17	38.89	45.79	51.10	69.44	65.55	67.79	72.81	72.96
F—STATISTICS:									
Number of passengers carried 1 mile	5,925,867,690	6,126,928,594	6,444,478,987	6,797,939,471	7,472,633,576	7,642,108,592	7,438,125,225	8,171,261,925	8,581,518,302
Average rate per passenger per mile	1.922	1.919	1.876	1.911	1.876	1.837	1.835	1.823	1.844
Number of tons of revenue freight carried 1 mile	55,134,587,820	54,237,942,373	58,038,549,057	68,042,587,484	74,765,197,297	67,780,323,921	65,460,834,978	78,306,150,605	76,675,480,445
Average rate per ton per mile	.618	.630	.616	.601	.608	.604	.607	.607	.609
Average revenue tons per car per mile	13.15	12.98	13.21	13.90	14.87	14.09	13.73	14.70	14.22
Average revenue tons per loaded car per mile [4]	21.22	21.20	21.58	22.70	24.06	24.22	23.66	24.23	23.83
Average revenue tons per train per mile	419.53	403.94	415.08	442.67	464.42	449.99	464.23	488.62	485.96
Outside operations—ratio to total operating revenue	.42	.54	.49	.44	.45	1.36	2.27	2.27	2.31
Outside operations—ratio to total operating expenses	.60	.76	.70	.63	.63	1.90	3.21	3.27	3.14

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[1] Revenue and expenses of outside operations are those of the Pennsylvania lines from 1903 to 1913, inclusive, and New York Central lines from 1908 to 1913, inclusive.

[2] Traffic expenses are included in transportation expenses to make comparisons.

[3] Repair expenses from 1903 to 1907, inclusive, are those of the Baltimore & Ohio R. R. only.

[4] Excludes the New York Central lines.

SHRIVER EXHIBIT No. 3—Continued.

Combined statement of the Baltimore & Ohio R. R., Pennsylvania Lines (east and west), New York Central Lines (east and west)—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$487,602,794	$550,006,242	$381,176,028	$447,384,381	17.37	$414,280,204	17.70	2.52	15.64
Passenger revenue	161,706,513	171,904,079	125,922,736	149,395,779	18.64	137,659,258	17.47	8.55	15.40
Mail revenue	13,263,538	13,077,198	13,348,008	13,301,668	D .35	13,324,838	D .46	.46	D .95
Express revenue	20,428,622	22,465,727	14,221,361	19,156,001	34.70	16,688,681	22.41	5.60	16.13
Other transportation revenue	9,737,901	10,587,736	4,073,612	8,467,745	107.87	6,270,678	55.29	13.01	22.87
Outside operations—revenue [1]	15,880,089	17,564,189	2,756,783	13,632,257	(1)	8,194,520	(1)	6.09	17.34
Revenue from operations other than transportation	9,332,002	11,763,742	2,901,347	7,479,512	157.79	5,190,430	79.79	28.15	61.55
Total operating revenue	717,951,459	797,362,913	544,399,875	658,817,343	21.02	601,608,609	19.34	4.36	15.90
Per mile operated—first main track	25,301.34	28,080.96	19,824.94	23,450.61	18.29	21,658.45	16.82	3.32	14.67
Per mile operated—all main tracks	17,936.53	19,813.61	15,063.63	16,903.82	12.22	16,018.46	11.97	.98	11.55
Per mile operated—all tracks	11,985.25	13,136.77	10,448.44	11,387.79	8.99	10,942.67	9.53	.21	9.84
B—EXPENSES:									
Maintenance of way and structures	87,088,255	107,296,587	73,136,218	81,903,098	11.99	77,519,658	12.24	D .48	22.72
Per mile operated—first main track	3,066.26	3,778.70	2,663.34	2,915.34	9.46	2,790.78	9.87	D 1.47	21.42
Per mile operated—all main tracks	2,173.72	2,666.20	2,023.69	2,101.46	3.84	2,004.04	5.31	D 3.70	18.11
Per mile operated—all tracks	1,452.49	1,767.89	1,403.67	1,415.71	.86	1,410.01	3.01	D 4.43	16.32
Ratio to total operating revenue	12.12	13.46	13.43	12.43	D 7.45	12.89	D 5.97	D 4.64	5.90
Ratio to total operating expenses	16.74	18.21	19.14	17.37	D 9.25	18.16	D 7.82	D 8.27	D .22
Maintenance of equipment	124,314,514	145,023,725	88,674,058	109,538,002	23.53	99,106,030	25.44	9.71	27.99
Ratio to total operating revenue	17.32	18.19	16.29	16.63	2.09	16.47	5.16	5.16	10.44
Ratio to total operating expenses	23.92	24.61	23.21	23.23	.09	23.22	3.01	1.14	4.06
Traffic expenses [2]									
Ratio of total operating revenue									
Ratio to total operating expenses									
Transportation expenses	274,915,364	300,511,794	205,260,706	250,747,712	22.17	228,004,209	20.57	11.07	21.41
Ratio to total operating revenue	38.29	37.69	37.70	38.06	.95	37.90	1.03	6.42	4.75
Ratio to total operating expenses	52.90	51.00	53.72	53.17	D 1.02	53.42	D .97	2.40	D 1.2
General expenses	17,032,987	18,365,110	12,477,383	15,471,774	24.00	13,974,579	21.89	2.18	20.98
Ratio to total operating revenue	2.37	2.30	2.29	2.35	2.62	2.32	2.16	7.24	4.07
Ratio to total operating expenses	3.28	3.12	3.27	3.28	.31	3.27	.31	3.47	D 1.58
Outside operations—expenses [1]	16,457,150	18,018,010	2,535,373	13,920,792	(1)	8,228,082	(1)	5.04	15.00

Total operating expenses	519,728,270	589,215,226	382,083,738	471,581,378	23.42	426,832,558	21.76	8.48	22.98
Ratio to total operating revenue	72.39	73.90	70.18	71.58	1.99	70.95	2.03	3.95	6.12
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....
C—TAXES	29,075,705	31,216,002	16,446,344	23,905,120	45.35	20,175,732	44.11	24.46	33.62
Per mile owned—first main track	1,066.22	1,144.42	617.47	882.42	42.91	751.07	41.96	23.51	32.57
Per mile owned—all main tracks	755.35	807.09	468.17	635.77	35.80	554.82	36.14	20.62	28.88
Per mile owned—all tracks	500.22	531.58	322.57	424.63	31.64	376.13	32.99	19.74	27.25
Ratio to total operating revenue	4.05	3.91	3.02	3.62	19.87	3.35	20.90	19.12	15.00
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	44,691,227	52,567,811	29,889,198	37,615,909	25.85	33,752,554	32.41	17.62	38.36
Cost per 100 pounds tractive power	9.95	11.24	10.03	9.19	D 8.37	9.55	4.19	5.40	19.07
Average cost per locomotive	3,192.00	3,617.38	2,659.18	2,807.58	5.58	2,739.88	16.50	11.80	26.70
Passenger-train cars	11,547,272	12,638,783	8,309,267	10,384,007	24.97	9,346,637	23.54	3.06	12.81
Average cost per passenger car	991.35	1,038.09	838.64	946.15	12.82	895.19	10.74	D 5.34	D .88
Freight-train cars	49,782,269	58,388,388	35,072,199	46,009,231	31.15	40,540,715	22.80	1.51	19.06
Average cost per freight car	95.22	107.52	80.58	91.27	13.27	86.32	10.31	D 2.38	10.23
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives [3]	39,478,595	44,303,676	4,692,174	34,081,937	(3)	(3)	(3)	14.39	28.37
Cost per 100 pounds tractive power	8.79	9.48	8.69	8.33	(3)	(3)	(3)	2.57	10.61
Average cost per locomotive	2,819.70	3,048.70	2,477.39	2,543.81	(3)	(3)	(3)	8.73	17.57
Passenger-train cars [3]	8,445,199	8,991,027	779,049	7,824,830	(3)	(3)	(3)	7.18	14.11
Average cost per passenger car	725.03	738.48	613.91	712.97	(3)	(3)	(3)	D 1.56	.27
Freight-train cars	37,519,150	43,463,267	3,893,584	35,415,603	(3)	(3)	(3)	2.49	18.73
Average cost per freight car [3]	71.76	80.04	46.68	70.25	(3)	(3)	(3)	D 1.44	9.93
F—STATISTICS:									
Number of passengers carried 1 mile	8,743,940,832	9,232,326,040	6,553,569,663	8,115,390,975	23.83	7,334,480,320	19.22	7.01	12.99
Average rate per passenger per mile	1.849	1.862	1.900	1.838	D 3.26	1.865	D .86	1.43	2.14
Number of tons of revenue freight carried 1 mile	79,940,581,054	91,638,907,564	62,043,772,806	73,632,674,201	18.68	67,838,223,504	17.84	2.09	17.03
Average rate per ton per mile	.610	.600	.614	.608	D .98	.611	D .16	.49	D 1.15
Average revenue tons per car per mile	14.66	15.60	13.67	14.30	4.61	14.00	4.71	D .27	6.12
Average revenue tons per loaded car per mile [4]	24.21	25.63	22.25	24.04	8.04	23.18	4.44	D .08	5.78
Average revenue tons per train per mile	523.81	569.36	430.73	482.97	12.13	457.59	14.47	7.20	16.52
Outside operations—ratio to total operating revenue	2.29	2.26	.47	2.11	(1)	1.37	(1)	.88	D .44
Outside operations—Ratio to total operating expenses	3.16	3.06	.66	2.95	(1)	1.93	(1)	D 3.36	D 6.42

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[1] Revenue and expenses of outside operations are those of the Pennsylvania lines from 1903 to 1913, inclusive, and New York Central lines from 1908 to 1913, inclusive.
[2] Traffic expenses are included in transportation expenses to make comparisons.
[3] Repair expenses from 1903 to 1907, inclusive, are those of the Baltimore & Ohio R. R. only.
[4] Excludes the New York Central lines.

SHRIVER EXHIBIT No. 3—Continued.

Combined statement of the Baltimore & Ohio R. R., Pennsylvania Lines (east and west), New York Central Lines (east and west)—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease 1912 compared with 10-year average.	Increase or decrease 1912 compared with 1910.	Increase or decrease 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$487,602,794	$550,000,242	$381,176,028	$447,384,381	17.37	$414,280,204	17.70	2.52	15.64
Passenger revenue	161,706,513	171,904,079	125,922,736	149,395,779	18.64	137,659,258	17.47	8.55	15.40
Mail revenue	13,263,538	13,077,198	13,348,008	13,301,668	D .35	13,324,838	D .46	.46	D .95
Express revenue	20,428,622	22,465,727	14,221,361	19,156,001	34.70	16,688,681	22.41	5.60	16.13
Other transportation revenue	9,737,901	10,587,736	4,073,612	8,467,745	107.87	6,270,678	55.29	13.01	22.87
Outside operations—revenue [1]	15,880,089	17,564,189	2,756,783	13,632,257	(1)	8,194,520	(1)	6.09	17.34
Revenue from operations other than transportation	9,332,002	11,763,742	2,901,347	7,479,512	157.79	5,190,430	79.79	28.15	61.55
Total operating revenue	717,951,459	797,362,913	544,399,875	658,817,343	21.02	601,608,609	19.34	4.36	15.90
Per mile operated—first main track	25,301.34	28,080.96	19,824.94	23,450.61	18.29	21,658.45	16.82	3.32	14.67
Per mile operated—all main tracks	17,936.53	19,813.61	15,063.63	16,903.82	12.22	16,018.46	11.97	.98	11.55
Per mile operated—all tracks	11,985.25	13,136.77	10,448.44	11,387.79	8.99	10,942.67	9.53	.21	9.84
B—EXPENSES:									
Maintenance of way and structures	87,088,255	107,296.587	73,136,218	81,903,098	11.99	77,519,658	12.24	D .48	22.72
Per mile operated—first main track	3,066.26	3,778.70	2,663.34	2,915.34	9.46	2,790.78	9.87	D 1.47	21.42
Per mile operated—all main tracks	2,173.72	2,666.20	2,023.69	2.101.46	3.84	2,004.04	5.31	D 3.70	18.11
Per mile operated—all tracks	1,452.49	1,767.89	1,403.67	1,415.71	.86	1,410.01	3.01	D 4.43	16.32
Ratio to total operating revenue	12.12	13.46	13.43	12.43	D 7.45	12.89	D 5.97	D 4.64	5.90
Ratio to total operating expenses	16.74	18.21	19.14	17.37	D 9.25	18.16	D 7.82	D 8.27	D .22
Maintenance of equipment	124,314,514	145.023,725	88,674,058	109,538,002	23.53	99,106,030	25.44	9.71	27.99
Ratio to total operating revenue	17.32	18.19	16.29	16.63	2.09	16.47	5.16	5.16	10.44
Ratio to total operating expenses	23.92	24.61	23.21	23.23	.09	23.22	3.01	1.14	4.06
Traffic expenses [2]									
Ratio of total operating revenue									
Ratio to total operating expenses									
Transportation expenses	274,915,364	300,511,794	205,260,706	250,747,712	22.17	228,004,209	20.57	11.07	21.41
Ratio to total operating revenue	38.29	37.69	37.70	38.06	.95	37.90	1.03	6.42	4.75
Ratio to total operating expenses	52.90	51.00	53.72	53.17	D 1.02	53.42	D .97	2.40	D 1.2
General expenses	17,032,987	18,365,110	12,477,383	15,471,774	24.00	13,974,579	21.89	2.18	20.98
Ratio to total operating revenue	2.37	2.30	2.29	2.35	2.62	2.32	2.16	7.24	4.07
Ratio to total operating expenses	3.28	3.12	3.27	3.28	.31	3.27	.31	3.47	D 1.58
Outside operations—expenses [1]	16,457,150	18,018,010	2,535,373	13,920,792	(1)	8,228,082	(1)	5.04	15.00

Total operating expenses	519,728,270	589,215,226	382,083,738	471,581,378	23.42	426,832,558	21.76	8.48	22.98
Ratio to total operating revenue	72.39	73.90	70.18	71.58	1.99	70.95	2.03	3.95	6.12
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....
C—Taxes	29,075,705	31,216,002	16,446,344	23,905,120	45.35	20,175,732	44.11	24.46	33.62
Per mile owned—first main track	1,066.22	1,144.42	617.47	882.42	42.91	751.07	41.96	23.51	32.57
Per mile owned—all main tracks	755.35	807.09	468.17	635.77	35.80	554.82	36.14	20.62	28.88
Per mile owned—all tracks	500.22	531.58	322.57	424.63	31.64	376.13	32.99	19.74	27.25
Ratio to total operating revenue	4.05	3.91	3.02	3.62	19.87	3.35	20.90	19.12	15.00
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	44,691,227	52,567,811	29,889,198	37,615,909	25.85	33,752,554	32.41	17.62	38.36
Cost per 100 pounds tractive power	9.95	11.24	10.03	9.19	D 8.37	9.55	4.19	5.40	19.07
Average cost per locomotive	3,192.00	3,617.38	2,659.18	2,807.58	5.58	2,739.88	16.50	11.80	26.70
Passenger-train cars	11,547,272	12,638,783	8,309,267	10,384,007	24.97	9,346,637	23.54	3.06	12.81
Average cost per passenger car	991.35	1,038.09	838.64	946.15	12.82	895.19	10.74	D 5.34	D .88
Freight-train cars	49,782,269	58,388,388	35,072,199	46,009,231	31.15	40,540,715	22.80	1.51	19.06
Average cost per freight car	95.22	107.52	80.58	91.27	13.27	86.32	10.31	D 2.38	10.23
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives[3]	39,478,595	44,303,676	4,692,174	34,081,937	(3)	(3)	(3)	14.39	28.37
Cost per 100 pounds tractive power	8.79	9.48	8.69	8.33	(3)	(3)	(3)	2.57	10.61
Average cost per locomotive	2,819.70	3,048.70	2,477.39	2,543.81	(3)	(3)	(3)	8.73	17.57
Passenger-train cars[3]	8,445,199	8,991,027	779,049	7,824,830	(3)	(3)	(3)	7.18	14.11
Average cost per passenger car	725.03	738.48	613.91	712.97	(3)	(3)	(3)	D 1.56	.27
Freight-train cars	37,519,150	43,463,267	3,893,584	35,415,603	(3)	(3)	(3)	2.49	18.73
Average cost per freight car[3]	71.76	80.04	46.68	70.25	(3)	(3)	(3)	D 1.44	9.93
F—Statistics:									
Number of passengers carried 1 mile	8,743,940,832	9,232,326,040	6,553,569,663	8,115,390,975	23.83	7,334,480,320	19.22	7.01	12.99
Average rate per passenger per mile	1.849	1.862	1.900	1.838	D 3.26	1.865	D .86	1.43	2.14
Number of tons of revenue freight carried 1 mile	79,940,581,054	91,638,907,564	62,043,772,806	73,632,674,201	18.68	67,838,223,504	17.84	2.09	17.03
Average rate per ton per mile	.610	.600	.614	.608	D .98	.611	D .16	.49	D 1.15
Average revenue tons per car per mile	14.66	15.60	13.67	14.30	4.61	14.00	4.71	D .27	6.12
Average revenue tons per loaded car per mile[4]	24.21	25.63	22.25	24.04	8.04	23.18	4.44	D .08	5.78
Average revenue tons per train per mile	523.81	569.36	430.73	482.97	12.13	457.59	14.47	7.20	16.52
Outside operations—ratio to total operating revenue	2.29	2.26	.47	2.11	(1)	1.37	(1)	.88	D .44
Outside operations—Ratio to total operating expenses	3.16	3.06	.66	2.95	(1)	1.93	(1)	D 3.36	D 6.42

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[1] Revenue and expenses of outside operations are those of the Pennsylvania lines from 1903 to 1913, inclusive, and New York Central lines from 1908 to 1913, inclusive.

[2] Traffic expenses are included in transportation expenses to make comparisons.

[3] Repair expenses from 1903 to 1907, inclusive, are those of the Baltimore & Ohio R. R. only.

[4] Excludes the New York Central lines.

SHRIVER EXHIBIT No. 4.

Financial and operating 11-year statements of the various systems interested.

[Presentation by George M. Shriver.]

Following the application made in March, 1913, by the railroads in official classification territory for an increase in freight rates, the committee of president appointed among others an accounting committee to prepare data and statistics.

The committee appointed consisted of C. M. Bunting, comptroller, Pennsylvania Railroad; W. C. Wishart, statistician, New York Central lines; W. H. Williams, third vice president, Delaware & Hudson Co.; C. P. Crawford, comptroller, Erie Railroad; and George M. Shriver, second vice president, Baltimore & Ohio Railroad. This committee determined on the data to be secured and the form for presentation, which generally follows that used by the commission in Case I. C. C. 3400. The committee arranged for the Bureau of Railway Economics to verify, so far as possible, and compile the statistics as received. It was also arranged that the bureau prepare certain information of a general character felt to have a bearing on the trnsportation situation in this territtory.

REASON FOR SYSTEM STATEMENT.

In report I. C. C. 3400 emphasis was placed on the fact that, in the case of the larger lines, the systems in their entirety and not individual roads composing same should be considered. Consequently the committee arranged that the reports be made as systems so far as possible. The reports of the individual roads or systems will be filed.

Individual statements will be offered on behalf of the Pennsylvania system, the New York Central system, and the Baltimore & Ohio system, also combined and individual statement from roads in Central Freight Association territory.

GENERAL STATEMENT OF THE SYSTEMS.

There is now filed a combined statement of 35 roads and systems, the mileage of which is about 80 per cent of the entire mileage in official classification territory, and includes also considerable mileage which extends beyond this immediate territory.

INCOME ACCOUNT IN RELATION TO PROPERTY INVESTMENT.

These roads combined own 53,670 miles of line and operate 58,275 miles of line.

The combined properety investment at June 30, 1913, is $6,280,571,000, or $117,022 per mile of line, and $58,189 per mile of all tracks. Between 1903 and 1913 these roads added to their property investment $1,980,093,000, or an increase of 46.04 per cent.

The total operating revenue, which was, in 1903, $870,783,000, rose to $1,424,119,000 in 1913, an increase of over $553,000,000, or 63.54 per cent. Taxes paid by these roads in 1913 aggregated $54,494,000, or 111.44 per cent more than was paid in 1903. Operating expenses, including taxes, hire of equipment, and rents, increased, 1913 over 1903, $464,154,000, or 77.15 per cent, so that net operating income increased only $85,317,000, or 33.93 per cent.

Comparing 1913 with 1910, the combined property investment increased $659,862,000, while operating revenue increased $186,775,000. Including taxes, which increased over $11,580,000, expenses increased more than $203,087,000, so that net operating income decreased $16,311,000, or nearly 5 per cent. In other words, after increasing investment 11.74 per cent and gross revenues 13.09 per cent, there was no resultant increase in net income; on the contrary, there was realized $16,311,000 less net than was earned before, over $650,000,000 was added to the property investment.

The per cent of return on property investment was, for the 5-year period to 1907, inclusive, 5.96 per cent, and for the second 5-year period to 1912, inclusive, only 5.50 per cent. The average return for the 10-year period to 1912, inclusive, was 5.71 per cent, and that for 1910, 6.28 per cent, compared with 5.23 per cent in 1911, 5.19 per cent in 1912, and 5.36 per cent in 1913.

It is especially notable that whereas heretofore in periods of high operating revenues, the per cent of return has been highest, as in 1907 and 1910, when it was 6.25 and 6.28, respectively; in 1913, when the highest revenues in the history of this group of roads were made, the return was only 5.36 per cent.

The per cent of return of net corporate income, plus interest on total capital obligations, shows the same general tendency downward.

In view of the widely scattered mileage and great divergence in conditions in different sections of the territory and during the various periods, it is realized that no close deductions can be made from the combined figures of these roads. It is clearly evident, however, that there has been a persistent narrowing of the margin between income and outgo.

EARNINGS AND EXPENSES.

Comparing 1913 with 1903, operating revenues increased $553,336,000, or 63.54 per cent, while operating expenses and taxes increased $466,088,000, or 76.35 per cent. The increase in operating revenues in 1913 over 1910 was $186,775,000, or 15.09 per cent, but operating expenses increased $189,722,000, or 22.79 per cent.

The total increase in expenses, 1913 over 1903, is distributed through the several accounts as follows:

	Amount of increase.	Per cent. of increase
Maintenance of way	$65,149,000	56.46
Maintenance of equipment	125,901,000	104.12
Transportation and traffic	207,827,000	64.59
General	38,490,000	144.59
Taxes	28,721,000	111.44
Total	466,088,000	76.35

The ratio of operating expenses to total operating revenues, which in 1910 was 67.27 per cent, was in 1911 70.71 per cent, in 1912 7.75 per cent, and in 1913 71.77 per cent. For the 5-year period to 1907, inclusive, the ratio was 67.84 per cent, and for the 5-year period to 1912, 69.55 per cent. The ratio for the 10-year period to 1912, inclusive, was 68.78 per cent, compared with 71.77 per cent in 1913.

In each of the three years since 1910 the total operating revenues were in excess of the 1910 figures, but in each of those three years net operating revenue and net operating income were less than in 1910, so that in this period there has been no increased return whatever for the interest charges on the new capital which provided the additional facilities required to handle the greater volume of business.

SHRIVER EXHIBIT No. 5.

Combined 11-year financial and operating statements of the New York Central, the Pennsylvania, and the Baltimore & Ohio systems.

[Presentation by George M. Shriver.]

In I. C. C. 3400 emphasis was placed on the fact that in the case of the larger lines the systems in their entirety and not the individual roads composing same should be considered. Special consideration was given by the commission to the results of operations of the New York Central, the Pennsylvania, and the Baltimore & Ohio systems.

Statements will be submitted showing the operations individually of the systems named, and a statement is now filed showing in combination the result of operations of these three systems.

METHOD OF COMPILATION.

All intercorporate system ownerships and dividends on stock and interest on funded debt, paid and received for such intercorporate holdings, have been eliminated. The figures shown therefore in all cases are the results after such elimination.

Property investment is the book value of the railroad property used in the public service, the income and expenses attached to which is covered in the operating income.

LINES INCLUDED.

The properties covered by the statements filed are those owned, operated, and controlled by the companies I have named. Some corporations, owned jointly with others, principally terminal companies, have been excluded.

These systems comprise 28,395 miles of operated road, and 60,697 miles of all tracks operated, or about 48 per cent and 52 per cent of the road and the track operated, respectively, in the official classification territory. Their gross operating revenue for the year was $797,362,913, or 57.53 per cent of the total earnings of roads in the territory under consideration. The property investment of these systems at June 30, 1913, aggregated $3,253,431,204.

ADJUSTMENTS TO PLACE ON COMPARATIVE BASIS.

Effort has been made to have the statements on a proper comparative basis throughout the period and accurate in detail.

Owing to changes in accounting regulations of the commission, particularly in 1908, a number of adjustments have been necessary to secure proper comparisons, notably:

1. Adjustments to cover hire of equipment, car service, rents of track, yards and terminals, and rents of buildings and other property, have been made in years prior to 1909 to agree with subsequent years.
2. Insurance has been included in general expenses for all years.
3. Work equipment repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.
4. The "Accounts equipment leased, Cr.," and "Equipment borrowed, Dr.," have been adjusted through expenses and income, year 1908.

OUTSIDE OPERATIONS.

The accounting regulations of 1908 established the account of "Outside operations," to which were assigned certain earnings, which prior to 1908 were included generally under "Other transportation revenue" and certain expenses which were distributed to the respective maintenance and operating accounts. Owing to slight differences in the method of starting accounts of outside operations for that portion of the 10-year period prior to 1908, the comparisons of detailed expenses are slightly inaccurate. Since 1908 all accounts are upon a uniform basis and the comparisons of the years 1910 and 1913 are exact.

PERIOD COVERED AND COMPARISONS MADE.

When the compilations were first undertaken it was on basis of 10-year period, 1903 to 1912, inclusive, and those years were summarized in averages for two 5-year periods, ending 1907 and 1912, respectively, and comparisons drawn between the two periods. An average of the 10-year period to 1912 was also made.

The operations of 1912 are shown in comparison with the 10-year average referred to, and with the year 1910. Subsequently, the figures for 1913 became available, rendering possible a comparison of the results of this year with the year 1910, figures for which were before the commission and referred to largely in their report in the case I. C. C. 3400.

SUMMARY AND SOME DEDUCTIONS THEREIN.

A summary of the more important figures and comparisons has been made for ready reference. Some of the significant facts shown therein will be briefly referred to.

INCREASE IN PROPERTY INVESTMENT.

The property investment, which represents the book value of the investment in road and equipment, in 1913 was $3,253,431,204, or a sum $1,107,335,816 greater than it was at the close of 1903, an average increase of over $110,000,000 per annum. In the three years since 1910 the increase was $423,431,004, an average each year of over $140,000,000.

Property investment per mile of road rose from $81,476 in 1903 to $119,275 in 1913, and for all tracks from $44,761 to $55,403.

EXPANSION OF FACILITIES.

In the 10 years between 1903 and 1913 these systems added to their plant 10,777 miles of all tracks, of which about 1,000 miles was first main track. In the three years since 1910 the miles of all track have increased 2,801 miles, or 5.01 per cent, while the increase in first main track was but 214 miles, showing that the development in this period has been intensive in character.

Statements will be submitted showing that these systems, in common with other lines in this territory, have added greatly to their equipment, shown by a large increase in aggregate tractive power of locomotives and aggregate carrying capacity of cars.

INCREASE IN BUSINESS.

Coincident with this expansion of facilities and large increase in property investment to which I have referred, there has been a notable increase in business.

The number of tons carried 1 mile, which in 1903 was 55,134,587,820, had in 1913 reached the total of 91,638,907,564, an increase of 36,504,319,744, or 66.21 per cent, while passengers 1 mile showed an increase of 55.80 per cent. Comparing 1913 with 1910, there was an increase in passengers carried 1 mile of 12.99 per cent, and an increase in tons carried 1 mile of 17.03 per cent.

In the period, 1903–1913, gross earnings rose from $488,143,821 to $797,362,913, the earnings for the year 1913 being the greatest in the history of these lines, an increase of $309,219,092 over 1903, and of $109,380,362 over 1910.

NET OPERATING INCOME IN RELATION TO PROPERTY INVESTMENT.

The net operating income, which in 1903 was $133,352,650, and in 1910 reached $181,479,024, was in 1913 only $173,098,314, an increase over the year 1903 of $39,745,664, but actually $8,380,710 less than it was in 1910.

While the property investment in 1913 increased $1,107,335,816 over 1903, or 51.60 per cent, and the business handled, as reflected in the gross earnings, increased by $309,219,092, or 63.35 per cent, the net operating income increased $39,845,664, or only 29.80 per cent. In other words, the increase of net operating income represented a return on the new investment of 3.59 per cent only.

Comparing 1913 with 1910, the property investment increased $423,431,094, or 14.96 per cent, the operating revenue increased $109,380,362, or 15.90 per cent, while net operating income shows a decrease of $8,380,710. That is with an increase of 14.96 per cent in property investment and 15.90 per cent in operating revenue; there was an actual decrease in net operating income of nearly $8,500,000, not merely was there no net to meet the new capital, but there was an absolute shrinkage of already existing net income.

This decreasing return on property investment is again clearly reflected in the line showing "Per cent on property investment." The rate of return, which in 1903 was 6.21 per cent, and in 1910, 6.41 per cent, had in 1913 fallen to 5.32 per cent. It is also noted that whereas in the first period of five years (1903–1913), inclusive, this return had been 6.11 per cent; for the second period of five years (1908–1912) it was 5.57 per cent. It is further notable that whereas normally in periods of high gross earnings the rate of return on property investment rises, as was the case in 1910, on the upturn in 1913, while the gross revenue increased 15.90 per cent over 1910, the rate of return in 1913 dropped 17 per cent.

Particular emphasis is given this net operating income in relation to the property investment for the reason that it shows the net result to the carriers from the operation of the particular property represented by the property investment account as distinguished from a return on capital obligations, which in some instances cover properties or investments not necessarily associated with the rail operations.

NET CORPORATE INCOME IN RELATION TO CAPITAL OBLIGATIONS.

The total combined capital obligations of the three systems outstanding in the hands of the public rose from $2,058,000,000 in 1903, in round figures, to over $3,116,000,000 in 1913. Comparing 1913 with 1903, the increase in capital obligations is 51.40 per cent, and the increase in property investment, 51.60

per cent. The net corporate income (plus interest on funded debt), that is the total fund available to pay interest and dividends on existing capital, to furnish a margin of safety for that capital and a basis of credit for raising new capital, was in 1903 equal to 6.76 per cent on those capital obligations; in 1910, 6.88 per cent; and in 1913, 6.15 per cent.

The average rate of dividends on the capital stock outstanding was in 1903, 5.07 per cent; in 1910, 6.25 per cent; and in 1913, 5.56 per cent.

The balance or "margin," which in 1903 was $44,830,337 and in 1910, $59,531,049, was in 1913, $47,083,181, or expressed in percent on total capital obligations, in 1903, 2.18 per cent; in 1910, 2.03 per cent; and in 1913 only 1.51 per cent.

The decreased return on property investment and capital obligations is shown to be due principally to the increasing cost of operations, although lower return per freight and passenger units has also contributed.

The combined revenues and operating expenses of the three systems are given in some detail in the second statement submitted.

EARNINGS AND EXPENSES, 11-YEAR PERIOD.

As against an increase in operating revenue between 1903 and 1913 of about $309,000,000, operating expenses increased $254,000,000. The increase in total operating revenue in 1913 over 1903 is 63 per cent, and that in operating expenses almost 76 per cent.

The ratio of expenses to total operating revenue, which in 1903 was 68.67 per cent, and in 1910, 69.64 per cent, had in 1913 risen to 73.90 per cent. Taxes have increased from about $14,500,000 to over $31,000,000, or 114 per cent.

The ratio of expenses to total operating revenue shows a tendency continuously upward. Compared with the 5-year period to 1907, when the average was 70.18 per cent, that of the second 5-year period to 1912, inclusive, was 71.58 per cent; and compared with the 10-year average of 70.95 per cent, that of 1913 is 73.90 per cent. The ratio of operating expenses, including taxes, to total operating revenue, shows in 1903, 71.65 per cent, in 1910, 73.04 per cent, and in 1913, 77.81 per cent.

Out of the total increase in operating expenses between 1903 and 1913, amounting to $253,997,066, $111,919,569 is in maintenance expenditures and $118,262,001 in transportation costs. Of the gross increases in maintenance expenditures of $111,919,569, maintenance of way and structures absorbed about $39,300,000, and maintenance of equipment $72,600,000.

Maintenance of way per mile of first track rose from $2,522 in 1903 to $3,778 in 1913, or 49.80 per cent, and per mile of all tracks from $1,399 to $1,768, or 26.38 per cent. Considering maintenance of way alone, the proportion to gross earnings declined from 13.92 per cent in 1903 to 13.46 per cent in 1913. The proportion of maintenance of equipment expenses rose from 14.84 per cent in 1903 to 18.19 per cent in 1913. In 1910 maintenance of way was 12.71 per cent of gross against a 10-year average to 1912 of 12.89 per cent, and maintenance of equipment was 16.47 per cent of gross against 16.47 per cent as 10-year average.

Comparing more closely the maintenance of equipment expenditures in 1910 and 1913, a total increase of about $32,000,000 is shown in the three years. Of this increase, repairs, renewals, and depreciation of locomotives accounting for something over $14,500,000, this being an increase of 38.35 per cent over 1910. The cost per 100 pounds of tractice power increased from 9.44 to 11.24 cents, or 19.07 per cent, and the cost per locomotive from $2,855 to $3,617, or 26.70 per cent. Repairs, renewals, and depreciation of passenger-train cars increased nearly $1,500,000, or 12.81 per cent, there being a slight decrease in the cost per car. Repairs, renewals, and depreciation for freight-train cars increased in the three years by almost $9,500,000, or 19.06 per cent, and the average cost per freight-train car from $97.54 to $107.52, or 10.23 per cent.

Transportation expenses, which in 1903 were $182,249,793, has expanded until in 1910 they were $247,523,456, and in 1913 reached $300,511,794, an increase of $52,988 over 1910, or 21.41 per cent.

These statements are submitted to show that with these three systems combined there has been a tendency for increased expenses to overcome increased gross earnings, with resultant decreased operating income and consequent lack of return on new property investment. The particular accounts affected, and the occasion of this, can and will be more clearly shown in testimony which will be presented by each of the three systems separately.

BUNTING EXHIBIT No. 1.

[Page 1.]

Pennsylvania System (east and west).

1. The figures include the operations of all railroad corporations owned, operated, controlled, or affiliated in interest with the Pennsylvania System (east and west) except the following small corporations: Akron & Barberton Belt Railroad, Calumet Western Railway, Central Indiana Railway, Cherry Tree & Dixonville Railroad, Cornwall & Lebanon Railroad, Indianapolis Union Railway, Monongahela Railroad, Pittsburgh, Chartiers & Youghiogheny Railway, Susquehanna, Bloomsburg & Berwick Railroad, Toledo, Peoria & Western Railway, Toledo Terminal Railroad, Tylerdale Connecting Railroad, Washington Terminal Co., Zanesville Terminal Railway.

These companies are, for the most part, either terminal companies or are owned or operated jointly with railroad companies not in the system.

There is attached hereto a list of the corporations whose operations are included in the statement.

All intercorporate system ownerships and dividends on stock and interest on funded debt paid and received for such intercorporate holdings have been eliminated. The results shown are, therefore, those reached after such eliminations.

2. The following facts are significant: The return from operating income on the total property investment shows a steady decline, as follows:

COMPARISON OF FISCAL YEAR ENDED JUNE 30, 1913, WITH 10-YEAR AVERAGE, 1903 AND 1910.

[D denotes decrease.]

	10-year average.	1903	1910		1913			
			Amount.	Increase or decrease over 1903.	Amount.	Increase or decrease over 10-year average.	Increase or decrease over 1903.	Increase or decrease over 1910.
				Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
Property investment	$1,078,273,073	$856,182,904	$1,179,746,058	37.79	$1,386,932,977	28.63	61.99	17.56
Net operating income	73,460,803	64,128,207	87,474,251	36.41	75,988,740	3.44	18.50	D 13.13
Per cent on property investment	6.81	7.49	7.41	D 1.07	5.48	D 19.53	D 26.84	D 26.05

Increase in property investment 1913 over 1903	$530,750,073	Increase in property investment 1913 over 1910	$207,186,919
Increase in net operating income 1913 over 1903	$11,860,533	Decrease in net operating income 1913 over 1910	$11,485,511
Per cent increase	2.23		

These figures indicate that the system only received 2.23 per cent return on the additional investment (1903–1913) and that no return was received on the additional investment 1910–1913, the decreased return being equal to 5.54 per cent on the additional investment. The property investment account does not include working assets.

Bunting Exhibit No. 1—Continued.

Pennsylvania System (east and west)—Continued.

3. *Return on capital obligations.*—There is a corresponding decline in the percentage of net corporate income (plus interest on funded debt) to total capital obligations and in the percentage of net corporate income to capital stock, with a corresponding decline in the margin of safety after the payment of interest and dividends, as follows:

COMPARISON OF FISCAL YEAR ENDED JUNE 30, 1913, WITH 10-YEAR AVERAGE, 1903 AND 1910—Continued.

[Page 2; D denotes decrease.]

	10-year average.	1903	1910		1913			
			Amount.	Increase or decrease over 1903.	Amount.	Increase or decrease over 10-year average.	Increase or decrease over 1903.	Increase or decrease over 1910.
Return net corporate income (plus interest on funded debt) on total capital obligations:				*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Total capital obligations	$1,092,061,741	$789,871,364	$1,198,731,518	51.76	$1,231,138,848	12.74	55.87	2.70
Net corporate income (plus interest on funded debt)	$81,196,737	$60,019,945	$98,070,253	42.09	$84,673,991	4.28	22.68	13.66
Net corporate income (plus interest on funded debt), per cent of total capital obligations	7.44	8.74	8.18	D 6.41	6.88	D 7.53	D 21.28	D 15.89
Return net corporate income on capital stock:								
Total capital stock	$460,737,661	$347,127,732	$526,074,680	51.55	$615,873,129	33.67	77.42	17.07
Net corporate income	$55,840,649	$48,824,790	$69,267,352	41.87	$59,375,211	6.33	21.61	D 14.28
Net corporate income, per cent of stock	12.12	14.07	13.17	D 6.40	9.64	D 20.46	D 31.49	D 26.80
Dividends declared:								
Dividends	$28,664,566	$19,513,636	$34,373,350	76.15	$34,937,260	21.88	79.04	D 1.64
Dividends, per cent of stock	6.22	5.62	6.53	16.19	5.67	D 8.84	.89	D 13.17
Interest and dividends, per cent of total capital obligations:								
Interest and dividends	$54,020,655	$39,708,791	$63,176,251	59.10	$60,236,040	11.51	51.69	D 4.65
Interest and dividends, per cent of total capital obligations.	4.95	5.03	5.27	4.77	4.89	D 1.21	D 2.78	D 7.21
Margin:								
Margin	$27,176,082	$29,311,154	$34,894,002	19.05	$24,437,951	D 10.08	D 16.63	D 29.97
Per cent total capital obligations	2.49	3.71	2.91	D 21.56	1.99	D 20.08	D 46.36	D 31.62
Per cent of total operating revenues	9.32	12.55	10.40	D 17.13	6.39	D 31.44	D 49.08	D 38.56
Per cent on income from all sources	8.91	12.13	9.90	D 18.38	6.12	D 31.31	D 49.55	D 38.18

4. Distribution of capitalization (percentage).

	10-year average.	1903	1910		1913			
			Amount.	Increase or decrease over 1903.	Amount.	Increase or decrease over 10-year average.	Increase or decrease over 1903.	Increase or decrease over 1910.
				Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
Stock	42.19	43.95	43.89	D 0.14	50.02	18.56	13.81	13.97
Funded debt	57.81	56.05	56.11	.11	49.98	D 13.54	D 10.83	D 10.92

5. *Operating results.*—There has been a decline of $11,485,511 in net operating income between 1910 and 1913, notwithstanding an increase of $47,057,640 in operating revenues and an increase of $207,186,919 in property investment, as follows:

As between 1910 and 1913 there was an increase of 14.03 per cent in operating revenue, an increase of 23.13 per cent in operating expenses, with a decrease of 13.13 per cent in operating income, notwithstanding an increase of 17.56 per cent in property investment.

	10-year average.	1903	1910		1913			
			Amount.	Increase or decrease over 1903.	Amount.	Increase or decrease over 10-year average.	Increase or decrease over 1903.	Increase or decrease over 1910.
				Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
Operating revenues	$291,517,358	$233,584,945	$335,388,574	43.58	$382,446,214	31.19	63.73	14.03
*Operating expenses	207,125.854	160,999,429	235,626,936	46.35	290,119,075	40.07	80.20	23.13
Net operating revenue	84,391,504	72,585,516	99,761,638	37.44	92,327,139	9.40	27.20	D 7.45
Tax accruals	9,290,577	6,349,813	11,169,174	75.90	15,248,953	64.13	140.15	36.53
Operating income	75,100,927	66,235,703	88,592,464	33.75	77,078,186	2.63	16.37	D 13.00
Less hire of equipment and rents	1,640,124	2,107,496	1,118,213	D 46.94	1,089,446	D 33.58	D 48.31	D 2.57
Net operating income	73,460,803	64,128,207	87,474,251	36.41	75,988,740	3.44	18.50	D 13.13
Property investment	1,078,273,073	856,182,904	1,179,746,058	37.79	1,286,932,977	28.63	61.99	17.56
Net operating income, per cent of property investment	6.81	7.49	7.41	D 1.07	5.48	D 19.53	D 26.84	D 26.05
*Maintenance way and structures and maintenance equipment	85,745,667	66,559,851	100,771,618	51.40	126,722,427	47.79	90.39	25.75
*Other operating expenses	121,380,187	94,439,578	134,855,318	42.80	163,396,648	34.62	73.02	21.16

BUNTING EXHIBIT—Continued.

Pennsylvania System (east and west)—Continued,

COMPARISON OF FISCAL YEAR ENDED JUNE 30, 1913, WITH 10-YEAR AVERAGE, 1903 AND 1910—Continued.

[Page 3; D denotes decrease.]

6. Property investment per mile.

	10-year average.	1903	1910		1913			
			Amount.	Increase over 1903.	Amount.	Increase over 10-year average.	Increase over 1903.	Increase over 1910.
Per mile owned:				*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
First main track	$101,628	$82,246	$110,432	34.27	$128,206	26.15	55.88	16.09
All tracks	48,569	43,552	51,127	17.39	57,325	18.03	31.62	12.12

7. With the increase in capital obligations and property investment, as indicated, there will be noted the following changes in facilities for transportation.

	10-year average.	1903	1910		1913			
			Amount.	Increase over 1903.	Amount.	Increase over 10-year average.	Increase over 1903.	Increase over 1910.
				Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
Miles of first main track operated	$10,965	$10,629	$11,062	4.07	$11,225	2.37	5.61	1.47
Miles of all track operated	22,826	19,904	23,807	19.61	25,061	9.79	25.91	5.27
Total tractive power of locomotives ... pounds	177,660,613	124,410,027	197,314,046	58.60	223,931,197	26.04	79.99	13.49
Total capacity of freight cars ... tons	9,633,214	7,390,992	11,016,053	49.05	11,991,024	24.48	62.24	8.85

8. The measure of service has increased as per the following table:

	10-year average.	1903	1910		1913			
			Amount.	Increase over 1903.	Amount.	Increase over 10-year average.	Increase over 1903.	Increase over 1910.
				Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
Tons carried 1 mile	$31,939,738,504	$25,192,345,977	$37,437,726,017	48.61	$42,874,515,240	34.24	70.19	14.52
Passengers carried 1 mile	3,523,315,824	2,771,787,998	3,935,025,810	41.97	4,588,820,048	30.24	65.55	16.62
Total pasenger and freight units carried 1 mile	35,463,054,328	27,964,133,975	41,372,751,827	47.96	47,463,335,288	33.84	69.73	14.72

9. The return received from the freight and passenger business compares as follows:

	10-year average.	1903	1910		1913			
			Amount.	Increase or decrease over 1903.	Amount.	Increase or decrease over 10-year average.	Increase or decrease over 1903.	Increase or decrease over 1910.
				Per cent.		*Per cent.*	*Per cent.*	*Per cent.*
Total freight revenue	$199,332,023	$161,826,176	$230,783,584	42.61	$259,861,311	30.37	60.58	12.60
Average revenue per ton per mile[1] ....cents	0.624	0.642	0.616	D 4.05	0.606	D 2.88	D 5.61	D 1.62
Total passenger revenue (for computing average per passenger per mile	$66,006,365	$53,983,592	$71,438,603	32.33	$83,727,637	26.85	55.10	17.20
Average revenue per passenger per mile ....cents	1.873	1.948	1.815	D 6.83	1.825	D 2.56	D 6.31	0.55
Total operating revenues	$291,517,358	$233,584,945	$335,388,574	43.58	$382,446,214	31.19	63.73	14.03

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[1] Affected slightly by the fact that prior to 1909 outside operations were included in freight revenue; 1913, on a comparative basis with 1903, is 0.615, making a decrease of 4.2 per cent. The 1913 figure is comparative with 1910.

BUNTING EXHIBIT—Continued.

Pennsylvania System (east and west)—Continued.

COMPARISON OF FISCAL YEAR ENDED JUNE 30, 1913, WITH 10-YEAR AVERAGE, 1903 AND 1910—Continued.

[Page 4.]

10. The increased ratios of operating costs and taxes are shown below:

	1910				1913			
	10-year average.	1903	Amount.	Increase over 1903.	Amount.	Increase over 10-year average.	Increase over 1903.	Increase over 1910.
						Per cent.	*Per cent.*	*Per cent.*
Ratio of expenses (excluding taxes) to revenues	71.05	68.91	70.25	1.94	75.86	6.77	10.09	7.99
Ratio of expenses (including taxes) to revenues	74.24	71.63	73.58	2.72	79.85	7.56	11.48	8.52
Taxes, per cent, of total operating revenues	3.19	2.72	3.33	22.43	3.99	25.08	46.69	19.82
Taxes, per cent of net operating revenues	11.01	8.75	11.20	28.00	16.52	50.05	88.80	47.50
Taxes, per cent of total income	3.05	2.63	3.17	20.53	3.82	25.25	45.25	20.50

11. Some of the special features of operation are given below:

Average number of tons of revenue freight per train mile	476.44	436.32	523.21	19.91	582.00	22.16	33.39	11.24
Average number of tons of revenue freight per car mile	15.35	14.14	16.28	15.13	17.04	11.91	20.51	4.67
Average number of tons of revenue freight per loaded car mile	23.46	21.14	24.69	16.79	25.71	9.59	21.62	4.13

BUNTING EXHIBIT No. 1—Continued.

Pennsylvania System (east and west)—Continued.

CORPORATIONS INCLUDED IN SYSTEM STATEMENT OF PENNSYLVANIA LINES, EAST AND WEST.

[Page 5.]

Allegheny Valley Railway.
Bald Eagle Valley Railroad.
Baltimore & Potomac Railroad.
Baltimore, Chesapeake & Atlantic Railway.
Bedford & Bridgeport Railway.
Bedford & Hollidaysburg Railroad.
Belvidere Delaware Railroad.
Brookville Railway.
Cambria & Clearfield Railroad.
Cambria & Clearfield Railway.
Camden & Burlington County Railroad.
Cape Charles Railroad.
Chartiers Railway.
Chester Creek Railroad.
Chicago, Indiana & Eastern Railway.
Cincinnati & Muskingum Valley Railroad.
Cincinnati, Lebanon & Northern Railway.
Cincinnati, Richmond & Fort Wayne Railroad.
Cleveland, Akron & Cincinnati Railway.
Cleveland, Akron & Columbus Railway.
Cleveland & Marietta Railway.
Cleveland & Pittsburgh Railroad.
Columbia & Port Deposit Railway.
Columbus & Xenia Railroad.
Columbus, Kinkora & Springfield Railroad.
Connecting Railway.
Connecting Terminal Railroad.
Coopers Point & Philadelphia Ferry.
Cresson & Irvone Railroad.
Cumberland Valley & Martinsburg Railroad.
Cumberland Valley & Waynesboro Railroad.
Cumberland Valley Railroad.
Dayton & Western Railroad.
Delaware, Maryland & Virginia Railroad.
Delaware Railroad.
Delaware River Railroad & Bridge.
Dillsburg & Mechanicsburg Railroad.
Downingtown & Lancaster Railroad.
East St. Louis & Carondelet Railway.
Ebensburg & Black Lick Railroad.
Elkton & Middletown Railroad of Cecil County.
Elmira & Lake Ontario Railroad.
Elmira & Williamsport Railroad.
Englewood Connecting Railway.
Erie & Pittsburgh Railroad.
Freehold & Jamesburg Agricultural Railroad.
Glendale & East River Railroad.
Grand Rapids & Indiana Railway.
Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad.
Hollidaysburg, Bedford & Cumberland Railroad.
Indianapolis & Vincennes Railroad.
Jamaica & South Shore Railroad.
Johnsonburg Railroad.
Junction Railroad.
Kensington & New Jersey Ferry.
Kinkora & New Lisbon Railroad.
Kinzua Valley Railroad.
Lancaster & Quarryville Railroad.
Lancaster & Reading Narrow Gauge Railroad.
Lewisburg & Tyrone Railroad.
Little Miami Railroad.
Logansport & Toledo Railway.
Long Island Railroad.
Long Island Railroad—North Shore Branch.
Louisville Bridge.
Lykens Valley Railroad & Coal Co.
Manufacturers Railway.
Marginal Railroad.
Maryland, Delaware & Virginia Railway.
Masontown & New Salem Railroad.
Massilon & Cleveland Railroad.
Meadow Lands & Zediker Railroad.
Midway & Oakdale Railway.
Millstone & New Brunswick Railroad.
Monongahela & Washington Railroad.
Mt. Holly, Lumberton & Medford Railroad.
Muskegon, Grand Rapids & Indiana Railroad.
New Castle & Beaver Valley Railroad.
Newport & Cincinnati Bridge.
New York & Rockaway Beach Railway.
New York Bay Railroad.
New York, Brooklyn & Manhattan Beach Railway.
New York, Philadelphia & Norfolk Railroad.
Northern Central Railway.
Ohio Connecting Railway.
Ohio River & Western Railway.
Pennsylvania & North Western Railroad.
Pennsylvania Annex.
Pennsylvania Co.

Pennsylvania, Monongahela & Southern Railroad.
Pennsylvania Railroad.
Pennsylvania Terminal Railway.
Pennsylvania Tunnel & Terminal Railroad.
Perth Amboy & Woodbridge Railroad.
Philadelphia & Baltimore Central Railroad.
Philadelphia & Beach Haven Railroad.
Philadelphia & Delaware County Railroad.
Philadelphia & Erie Railroad.
Philadelphia & Long Branch Railroad.
Philadelphia & Trenton Railroad.
Philadelphia, Baltimore & Washington Railroad.
Philadelphia, Wilmington & Baltimore Railroad.
Pine Run Railroad.
Pittsburgh, Cincinnati, Chicago & St. Louis Railway.
Pittsburgh, Fort Wayne & Chicago Railway.
Pittsburgh, Ohio Valley & Cincinnati Railroad.
Pittsburgh, Virginia & Charleston Railway.
Pittsburgh, Wheeling & Kentucky Railroad.
Pittsburgh, Youngstown & Ashtabula Railway.
Pomeroy & Newark Railroad.
Ridgway & Clearfield Railroad.
River Front Railroad.
Rochester, Beaver Falls & Western Railway.
Rocky Hill Railroad & Transportation.
Rolling Mill Railroad.
Rosslyn Connecting Railroad.
St. Louis, Vandalia & Terre Haute Railroad.
Shamokin Valley & Pottsville Railroad.
South Chester Railroad.
South Chicago & Southern Railroad.
Southern Pennsylvania Railway & Mining Co.
South Fork Railroad.
South West Connecting Railroad.
South West Pennsylvania Railway.
Terre Haute & Indianapolis Railroad.
Terre Haute & Logansport Railway.
Terre Haute & Peoria Railroad.
Tipton Railroad.
Toledo, Columbus & Ohio River Railroad.
Toledo, Walhonding Valley & Ohio Railroad.
Traverse City Railroad.
Tyrone & Clearfield Railway.
Union Railroad Co. of Baltimore.
United New Jersey Railroad & Canal Co.
Vandalia Railroad.
Vincentown Branch of the Burlington County Railroad.
Waynesburg & Washington Railroad.
West Chester Railroad.
Western New York & Pennsylvania Railway.
Western Pennsylvania Railroad.
Western Washington Railroad.
West Jersey & Seashore Railroad.
Wheeling Terminal Railway.
York, Hanover & Frederick Railroad.
York Haven & Rowenna Railroad.
Youngstown & Ravenna Railroad.

BUNTING EXHIBIT No. 1—Continued.

Pennsylvania System (east and west).

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 6.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	10.410	10,449	10,503	10,542	10,642	10,684	10,670	10,683	10,699
2. Owned—miles of all main tracks	13,729	14,114	14,475	14,692	15,013	15,207	15,264	15,290	15,527
3. Owned—miles of all tracks	19,659	20,462	21,272	21,809	22,457	22,785	22,929	23,075	23,581
4. Operated—miles of first main track	10,629	10,814	10,799	10,893	11,037	11,066	11,061	11,062	11,077
5. Operated—miles of all main tracks	13,962	14,536	14,864	15,176	15,574	15,726	15,854	15,869	16,111
6. Operated—miles of all tracks	19,904	21,003	21,671	22,441	23,194	23,446	23,661	23,807	24,317
B—TOTAL CAPITAL OBLIGATIONS	$789,871,364	$926,774,300	$962,255,695	$1,126,134,011	$1,163,313,471	$1,162,481,130	$1,152,061,115	$1,198,731,518	$1,218,514,868
Per mile owned—first main track	75,876	88,695	91,617	106,824	109,313	108,806	107,972	112,209	113,891
Per mile owned—all main tracks	57,533	65,663	66,477	76,649	77,487	76,444	75.476	78,400	78,477
Per mile owned—all tracks	40,179	45,292	45,236	51,636	51,802	51,020	50,245	51,949	51,674
Capital stock	347,127,732	413,896,381	434,327,213	433,708,121	438,579,842	438,758,692	425,809,200	526,074,680	574,837,702
Increase over previous year	....	66,768,649	20,430,832	D 619,092	4,871,721	178,850	D 12,949,492	100,265,480	48,763.022
Funded debt, including notes issued for capital obligations	442,743,632	512,877,919	527,928,482	692,425,890	724,733,629	723,722,438	726,251,915	672,656,838	643,677,166
Increase over previous year	....	70,134,287	15,050,563	164,497,408	32,307,739	D 1,011,191	2,529,477	D 53,595,077	D 28,979,672
Ratio of capital stock to total capital obligations	43.95	44.66	45.14	38.51	37.70	37.74	36.96	43.89	47.18
C—PROPERTY INVESTMENT [1]	856,182,904	898,971,381	935,839,751	992,054,358	1,059,315,444	1,090,252,775	1,102,808,842	1,179,746,058	1,322,077,944
Per mile owned—first main track	82,246	86,034	89,102	94,105	99,541	102,045	103,356	110,432	123,570
Per mile owned—all main tracks	62,363	63,694	64,652	67,523	70,560	71,694	72,249	77,158	85,147
Per mile owned—all tracks	43,552	43,934	43,994	45,488	47,171	47,850	48.097	51,127	56,065
Additions to property investment account	....	42,788,477	36,868,370	56,214,607	67,261,086	30,937,331	12,556,067	76,937,216	142,331,886
D—INCOME ACCOUNT: [2]									
Total operating revenue (including outside operations)	233,584,945	237,614,107	248,232,611	282,041,225	314,924,603	299,071,456	287,265,581	335,388,574	332,533,327
Total operating expenses (including outside operations)	160,999,429	169,197,493	173,028,104	192,592,880	221,703,976	216,631,018	202,941,940	235,626,936	244,113,808
Net operating revenue (including outside operations)	72,585,516	68,416,614	75,204,507	89,448,345	93,220,627	82,440,438	84,323,641	99,761,638	88,419,524
Tax accruals	6,349,813	6,762,963	5,431,450	8,955,348	8,322,269	9,133,307	10,120,951	11,169,174	12,656,633
Operating income	66,236,703	61,653,651	69,773,057	80,492,997	84,898,358	73,307,131	74,202,690	88,592,464	75,762,891

Other income relating to operation									
Hire of equipment—Cr.									
Joint facilities—Cr.	1,002,677	1,315,859	1,269,001	1,561,161	1,109,915	2,026,832	2,575,019	2,907,614	2,836,022
Miscellaneous rents—Cr.	892,864	661,444	1,069,801	874,112	1,148,365	3,144,226	2,429,303	2,264,088	2,613,774
Total	68,131,244	63,630,954	72,111,859	82,928,270	87,156,638	78,478,189	79,207,012	93,764,166	81,212,687
Deductions from income relating to operation									
Hire of equipment—Dr.	2,487,245	2,374,531	2,202,393	2,162,216	1,471,622	441,138	2,405,121	1,982,741	2,389,696
Joint facilities—Dr.	1,307,780	1,662,083	2,068,711	2,818,801	3,003,473	2,271,823	2,624,947	2,909,905	3,030,104
Miscellaneous rents—Dr.	208,012	241,263	165,291	219,486	284,590	2,437,873	1,585,017	1,397,269	1,448,001
Total	4,003,037	4,277,877	4,436,395	5,200,503	4,759,685	5,150,834	6,615,085	6,289,915	6,868,601
Net operating income	64,128,207	59,353,077	67,675,464	77,727,767	82,396,953	73,327,355	72,591,927	87,474,251	74,344,086
Per cent on property investment	7.49	6.60	7.23	7.84	7.78	6.73	6.58	7.41	5.62
Other income	6,077,395	6,535,845	7,781,892	8,343,196	10,375,759	12,802,147	11,002,443	11,878,851	11,831,240
Total income	70,205,602	65,888,922	75,457,356	86,070,963	92,772,712	86,129,502	83,594,370	99,353,102	86,175,326
Other deductions									
Lease of roads									
Interest deductions	20,588,130	21,609,310	23,965,645	24,341,044	29,786,571	31,079,089	31,353,109	29,459,859	26,818,985
Miscellaneous other deductions	792,682	1,416,980	533,686	597,738	723,614	782,272	920,921	625,891	1,023,364
Total	21,380,812	23,026,290	24,499,331	24,938,782	30,510,185	31,861,361	32,274,030	30,085,750	27,842,349
Net corporate income for the year	48,824,790	42,862,632	50,958,025	61,132,181	62,262,527	54,268,141	51,320,340	69,267,582	58,332,977
Per cent on capital stock outstanding	14.07	10.36	11.73	14.10	14.20	12.37	12.05	13.17	10.15
Per cent of net corporate income (plus int. on funded debt) on total capital obligations	8.74	6.95	7.68	7.50	7.77	7.08	6.95	8.18	6.94
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	67,863,127	78,121,425	58,224,767	60,672,967	67,554,076	69,054,021	68,708,282	74,140,054	85,750,329
Net corporate income for the year	48,824,790	42,862,632	50,958,025	61,132,181	62,262,527	54,268,141	51,320,340	69,267,352	58,332,977
Miscellaneous profit and loss items—net	Cr. 9,846,050	Cr. 10,097,117	Cr. 3,145,391	Cr. 5,397,627	Cr. 19,736,163	Dr. 2,954,538	Cr. 439,317	Cr. 17,442,336	Cr. 3,058,076
Total surplus	126,533,967	131,081,174	112,328,183	127,202,775	149,552,766	120,367,624	120,467,939	160,849,742	147,141,382
Dividends declared	19,513,636	24,585,635	26,241,279	26,804,322	32,630,336	28,357,969	26,658,884	34,373,350	32,645,024
Per cent on capital stock outstanding	5.62	5.94	6.04	6.18	7.44	6.46	6.26	6.53	5.68
Additions, betterments, and permanent improvements appropriations	23,899,652	42,552,928	20,771,468	27,213,828	42,564,787	17,860,195	13,906,630	37,106,114	22,818,269
Sinking and special reserve funds appropriations	4,999,254	5,717,844	4,642,469	5,630,549	5,303,622	5,441,178	5,762,371	3,619,949	5,025,263
Total surplus appropriated	48,412,542	72,856,407	51,655,216	59,648,699	80,498,745	51,659,342	46,327,885	75,099,413	60,488,556
Unappropriated surplus carried over to the following year	78,121,425	58,224,767	60,672,967	67,554,076	69,054,021	68,708,282	74,140,054	85,750,329	86,652,826

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

BUNTING EXHIBIT NO. 1—Continued.

Pennsylvania System (east and west)—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910.	Increase or decrease, 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	10,814	10,818	10,509	10,710	1.91	10,610	1.92	1.23	1.26
2. Owned—miles of all main tracks	15,748	15,800	14,405	15,407	6.96	14,906	5.65	3.00	3.34
3. Owned—miles of all tracks	23,980	24,194	21,132	23,270	10.12	22,201	8.01	3.92	4.85
4. Operated—miles of first main track	11,213	11,225	10,834	11,096	2.42	10,965	2.26	1.37	1.47
5. Operated—miles of all main tracks	16,398	16,475	14,822	15,992	7.89	15,407	6.43	3.33	3.82
6. Operated—miles of all tracks	24,814	25,061	21,643	24,009	10.93	22,826	8.71	4.23	5.27
B—TOTAL CAPITAL OBLIGATIONS	$1,220,479,933	$1,231,138,848	$993,669,768	$1,190,453,713	19.80	$1,092,061,741	11.76	1.81	2.70
Per mile owned—first main track	112,861	113,805	94,554	111,153	17.56	102,928	9.65	0.58	1.42
Per mile owned—all main tracks	77,501	77,920	68,981	77,267	12.01	73,263	5.78	D 1.15	D 0.61
Per mile owned—all tracks	50,896	50,886	47,022	51,158	8.80	49,190	3.47	D 2.03	D 2.05
Capital stock	574,257,051	615,873,129	413,527,858	507,947,465	22.83	460,737,661	24.64	9.16	17.07
Increase over previous year	D 580,651	41,616,078	[1] 22,863,027	27,135,442	18.69	[2] 25,236,591	....	....	D 58.49
Funded debt, including notes issued for capital obligations	646,222,882	615,265,719	580,141,910	682,506,248	17.64	631,324,080	2.36	D 3.93	D 8.53
Increase over previous year	2,545,716	D 30,957,163	[1] 70,497,499	D 15,702,149	....	[2] 22,608,806	D 88.74	....	D 42.24
Ratio of capital stock to total capital obligations	47.05	50.02	41.62	42.67	2.52	42.19	11.52	7.20	13.97
C—PROPERTY INVESTMENT [3]	1,345,481,275	1,386,932,977	948,472,768	1,208,073,379	27.37	1,078,273,073	24.78	14.05	17.56
Per mile owned—first main track	124,420	128,206	90,253	112,799	24.98	101,628	22.43	12.67	16.09
Per mile owned—all main tracks	85,458	87,781	65,848	78,411	19.08	72,338	18.11	10.73	13.77
Per mile owned—all tracks	56,108	57,325	44,883	51,915	15.67	48,569	15.52	9.74	12.12
Additions to property investment account	23,403,331	41,451,702	[1] 50,783,135	57,233,166	12.70	[2] 54,366,486	D 56.95	D 69.58	D 46.12
D—INCOME ACCOUNT: [4]									
Total operating revenue (including outside operations)	344,517,155	382,446,214	263,279,498	319,755 218	21.45	291,517,358	18.18	2.72	14.03
Total operating expenses (including outside operations)	254,422,963	290,119,075	183,504,376	230,747,332	25.74	207,125,854	22.83	7.98	23.13
Net operating revenue (including outside operations)	90,094,192	92,327,139	79,775,122	89,007,886	11.57	84,391,504	6.76	D 9.69	D 7.45
Tax accruals	14,003,867	15,248,953	7,164,369	11,416,786	59.36	9,290,577	50.73	25.38	36.53
Operating income	76,090,325	77,078,186	72,610,753	77,592,100	6.86	75,100,927	1.32	D 14.11	D 13.00

Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr	2,849,099	2,844,850	1,251,723	2,638,917	110.82	1,945,320	46.46	D 2.01	D 2.16
Miscellaneous rents—Cr	2,803,225	2,765,357	929,317	2,650,923	185.25	1,790,120	56.59	23.81	22.14
Total	81,742,649	82,688,393	74,791,793	82,880,940	10.82	78,836,367	3.69	D 12.82	D 11.81
Deductions from income relating to operation									
Hire of equipment—Dr	1,231,700	1,413,712	2,139,601	1,690,079	D 21.01	1,914,840	D 35.68	D 37.88	D 28.70
Joint facilities—Dr	3,367,870	3,658,887	2,172,170	2,840,930	30.79	2,506,550	34.36	15.74	25.74
Miscellaneous rents—Dr	1,554,137	1,627,054	223,728	1,684,619	652.98	954,174	62.88	11.23	16.45
Total	6,153,707	6,699,653	4,535,499	6,215,628	37.04	5,375,564	14.48	D 2.17	6.51
Net operating income	75,588,942	75,988,740	70,256,294	76,665,312	9.12	73,460,803	2.90	D 13.59	D 13.13
Per cent on property investment	5.62	5.48	7.41	6.35	D 14.30	6.81	D 17.47	D 24.16	D 26.05
Other income	11,440,063	11,143,581	7,822,817	11,790,949	50.73	9,806,884	16.65	D 3.69	D 6.19
Total income	87,029,005	87,132,321	78,079,111	88,456,261	13.29	83,267,687	4.52	D 12.40	D 12.30
Other deductions									
Lease of roads									
Interest deductions	26,546,397	26,596,911	24,058,140	29,051,488	20.76	26,554,814	D 0.03	D 9.89	D 9.72
Miscellaneous other deductions	1,305,094	1,160,199	812,940	951,508	14.59	872,224	49.63	108.52	85.37
Total	27,851,491	27,757,110	24,871,080	29,982,996	20.55	27,427,038	1.55	D 7.43	D 7.74
Net corporate income for the year	59,177,514	59,375,211	53,208,031	58,473,265	9.90	55,840,649	5.98	D 14.57	D 14.28
Per cent on capital stock outstanding	10.31	9.64	12.87	11.51	D 10.57	12.12	D 14.93	D 21.72	D 26.80
Per cent of net corporate income (plus int. on funded debt) on total capital obligations	6.97	6.88	7.69	7.22	D 6.11	7.44	D 6.32	D 14.79	D 15.89
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	86,652,826	81,037,360	66,487,272	76,861,102	15.60	71,674,187	20.90	16.88	9.30
Net corporate income for the year	59,177,514	59,375,211	53,208,031	58,473,265	9.90	55,840,649	5.98	D 14.57	D 14.28
Miscellaneous profit and loss items—net	Dr. 5,483,580	Dr. 11,754,059	Cr. 9,644,470	Cr. 2,500,322	D 74.08	Cr. 6,072,396			
Total surplus	140,346,760	128,658,512	129,339,773	137,834,689	6.57	133,587,232	5.06	D 12.75	D 20.01
Dividends declared	34,835 215	34,937,260	25,955,042	31,374,088	20.88	28,664,566	21.53	1.34	1.64
Per cent on capital stock outstanding	6.07	5.67	6.28	6.18	D 1.59	6.22	D 2.41	D 7.04	D 13.17
Additions, betterments, and permanent improvements appropriations	19,598,610	20,162,702	31,400,533	22,267,964	D 29.12	26,829,248	D 26.95	D 47.18	D 45.66
Sinking and special reserve funds appropriations	4,875,575	5,189,071	5,258,747	4,944,867	D 5.97	5,101,807	D 4.43	34.69	43.35
Total surplus appropriated	59,309,400	60,289,033	62,614,322	58,576,919	D 6.45	60,595,621	D 2.12	D 21.03	D 19.72
Unappropriated surplus carried over to the following year	81,037,360	68,369,479	66,725,451	79,257,770	18.78	72,991,611	11.02	D 5.50	D 20.27

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[1] 4-year average.

[2] 9-year average.

[3] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[4] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned, Cr." and "Equipment borrowed, Dr." have been adjusted through expenses and income, year 1908.

BUNTING EXHIBIT No. 1—Continued.

Pennsylvania System (east and west.)—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS.)

[Page 7.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$161,826,176	$162,527,093	$171,181,278	$197,830,411	$223,977,678	$201,750,545	$190,700,725	$230,783,584	$222,292,462
Passenger revenue	55,402,812	57,219,843	58,851,297	64,568,704	69,714,304	70,470,344	65,581,983	71,438,603	76,392,112
Mail revenue	4,876,473	5,395,210	5,424,857	6,030,203	6,042,814	5,828,561	5,800,715	5,897,347	5,919,062
Express revenue	6,143,053	6,703,925	7,020,867	7,661,973	8,762,833	9,503,533	8,305,947	9,158,849	9,337,741
Other transportation revenue	2,753,919	2,526,671	2,705,258	3,080,698	3,343,552	5,738,902	6,268,414	6,997,831	7,391,554
Revenue from operations other than transportation	261,120	348,145	167,781	142,742	121,894	2,473,379	1,962,803	2,400,063	2,675,838
Outside operations revenue	2,321,392	2,893,220	2,881,273	2,726,494	2,961,528	3,306,190	8,644,994	8,712,297	8,524,558
Total operating revenue	233,584,945	237,614,107	248,232,611	282,041,225	314,924,603	299,071,456	287,265,581	335,388,574	332,533,327
Per mile operated—first main track	21,976	21,973	22,987	25,892	28,534	27,026	25,971	30,319	30,020
Per mile operated—all main tracks	16,730	16,347	16,700	18,585	20,221	19,018	18,119	21,135	20,640
Per mile operated—all tracks	11,736	11,313	11,455	12,568	13,578	12,756	12,141	14,088	13,675
B—EXPENSES:									
Maintenance of way and structures	29,060,287	28,776,433	29,984,736	34,032,611	39,692,652	34,994,637	33,384,382	42,574,582	40,907,965
Per mile operated—first main track	2,734	2,661	2,777	3,124	3,596	3,162	3,018	3,849	3,693
Per mile operated—all main tracks	2,081	1,980	2,017	2,243	2,549	2,225	2,106	2,683	2,539
Per mile operated—all tracks	1,460	1,370	1,384	1,517	1,711	1,493	1,411	1,788	1,682
Ratio to total operating revenue	12.44	12.11	12.08	12.07	12.60	11.70	11.62	12.69	12.30
Ratio to total operating expenses	18.05	17.01	17.33	17.67	17.91	16.15	16.45	18.07	16.76
Maintenance of equipment	37,499,564	39,500,871	41,830,186	47,479,730	54,560,987	52,743,509	50,021,862	58,197,036	57,730,041
Ratio to total operating revenue	16.05	16.62	16.85	16.83	17.33	17.63	17.41	17.35	17.36
Ratio to total operating expenses	23.30	23.35	24.18	24.66	24.61	24.35	24.65	24.70	23.65
Traffic expenses						4,721,034	4,578,244	5,129,401	5,595,167
Ratio to total operating revenue						1.58	1.60	1.53	1.68
Ratio to total operating expenses						2.18	2.26	2.18	2.29
Transportation expenses	87,279,016	92,470,732	92,690,935	102,128,653	117,270,205	113,060,422	99,118,931	112,263,826	121,830,643
Ratio to total operating revenue	37.36	38.92	37.34	36.21	37.24	37.80	34.51	33.47	36.64
Ratio to total operating expenses	54.22	54.66	53.58	53.03	52.90	52.19	48.84	47.64	49.91
General expenses	5,105,113	5,751,695	5,968,043	6,360,903	7,272,180	7,741,462	7,818,882	8,204,376	8,841,664
Ratio to total operating revenue	2.19	2.42	2.40	2.26	2.31	2.59	2.72	2.45	2.66
Ratio to total operating expenses	3.17	3.40	3.45	3.30	3.28	3.57	3.85	3.48	3.62

Total operating expenses	160,971,446	169,173,357	173,003,416	192,571,025	221,671,344	216,631,019	202,941,940	235,626,935	244,113,803
Ratio to total operating revenue	68.91	71.20	69.69	68.28	70.39	72.43	70.65	70.25	73.41
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—TAXES:	6,349,813	6,762,963	5,431,450	8,955,348	8,322,269	9,133,307	10,120,951	11,169,174	12,656,633
Per mile owned—first main track	610	647	517	849	782	855	949	1,046	1,183
Per mile owned—all main tracks	463	479	375	610	554	601	663	730	815
Per mile owned—all tracks	323	331	255	411	371	401	441	484	537
Ratio to total operating revenue	2.72	2.85	2.19	3.18	2.64	3.05	3.52	3.33	3.81
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	12,015,140	14,340,283	15,851,836	16,535,008	18,964,518	18,458,391	18,139,419	20,042,561	21,425,522
Cost per 100 pounds tractive power	$9.66	10.47	10.42	9.51	10.29	9.69	9.56	10.16	10.14
Average cost per locomotive	2,419	2,704	2,806	2,672	2,962	2,816	2,818	3,048	3,113
Passenger-train cars	4,046,666	4,566,598	4,419,103	4,703,619	5,597,077	4,766,074	6,806,610	7,037,452	6,271,674
Average cost per passenger car	831	891	845	912	1,037	873	1,263	1,290	1,049
Freight-train cars	17,569,074	16,696,594	17,685,612	21,520,006	24,587,680	24,362,601	21,376,803	26,744,056	24,577,229
Average cost per freight car	81	79	82	97	100	97	86	105	94
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):									
Steam locomotives						17,098,337	15,991,950	18,433,040	19,677,177
Cost per 100 pounds tractive power						8.97	8.43	9.34	9.31
Average cost per locomotive						2,608	2,484	2,804	2,859
Passenger-train cars						4,011,088	3,892,329	4,168,371	4,278,835
Average cost per passenger car						735	722	764	716
Freight-train cars						16,843,099	15,610,694	18,388,261	19,018,519
Average cost per freight car						67	63	72	73
F—STATISTICS:									
Number of passengers carried 1 mile	2,771,787,998	2,860,266,126	3,009,514,722	3,222,798,674	3,601,412,916	3,751,936,788	3,567,523,897	3,935,025,810	4,182,368,154
Average rate per passenger mile (cents)	1.948	1,948	1.906	1.954	1.903	1.847	1.838	1.815	1.827
Number of tons of revenue freight carried 1 mile	25,192,345,977	25,030,225,729	26,660,530,041	31,612,900,906	35,902,276,103	32,883,791,477	30,826,080,451	37,437,726,017	36,116,853,302
Average rate per ton per mile (cents)	0.642	0.649	0.642	0.626	0.624	0.614	0.619	0.616	0.615
Average revenue tons per loaded car per mile	21.14	21.26	21.62	22.72	24.43	24.67	24.10	24.69	24.33
Average revenue tons per car per mile	14.14	14.03	14.18	14.94	16.26	15.64	15.33	16.28	15.78
Average revenue tons per train per mile	436.32	411.63	417.08	442.31	473.69	476.29	497.20	523.21	521.61
Outside operating expenses	2,027,466	2,673,626	2,529,516	2,569,123	2,875,320	3,369,955	8,019,639	9,257,714	9,208,323
Ratio to total operating revenue	0.87	1.13	1.02	0.91	0.91	1.13	2.79	2.76	2.77
Ratio to total operating expenses	1.26	1.58	1.46	1.34	1.30	1.56	3.95	3.93	3.77

BUNTING EXHIBIT No. 1—Continued.

Pennsylvania System (east and west)—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910.	Increase or decrease, 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$230,450,282	$259,861,311	$183,468,527	$15,195,520	17.29	$199,332,023	15.61	D 0.14	12.60
Passenger revenue	78,748,464	83,727,637	61,151,392	72,526,301	18.60	66,838,847	17.82	10.23	17.20
Mail revenue	6,061,500	5,927,344	5,553,911	5,901,437	6.26	5,727,674	5.83	2.78	0.55
Express revenue	9,543,264	10,315,401	7,258,530	9,169,667	26.33	8,214,199	16.18	4.20	12.64
Other transportation revenue	8,010,364	8,753,481	2,882,020	6,881,413	138.77	4,881,716	64.09	14.47	25.09
Revenues from operations other than transportation	3,120,381	4,763,029	208,336	2,52,493	1,112.70	1,367,415	128.20	30.01	98.45
Outside operations revenue	8,582,900	9,098,011	2,756,782	7,554,188	174.02	5,155,484	66.48	D 1.49	4.45
Total operating revenue	344,517,155	382,446,214	263,279,498	319,755,219	21.45	291,517,358	18.18	2.72	14.03
Per mile operated—first main track	30,725	34,071	24,301	28,817	18.58	26,586	15.57	1.34	12.38
Per mile operated—all main tracks	21,010	23,214	17,763	19,995	12.57	18,921	11.04	D 0.59	9.84
Per mile operated—all tracks	13,884	15,261	12,155	13,318	9.48	12,771	8.72	D 1.45	8.33
B—EXPENSES:									
Maintenance of way and structures	41,685,422	53,750,842	32,309,344	38,709,398	19.81	35,509,371	17.39	D 2.09	26.25
Per mile operated—first main track	3,718	4,788	2,982	3,489	17.00	3,258	14.82	D 3.40	24.40
Per mile operated—all main tracks	2,542	3,263	2,180	2,421	11.06	2,305	10.28	D 5.26	21.62
Per mile operated—all tracks	1,680	2,145	1,492	1,612	7.97	1,556	7.97	D 6.04	19.97
Ratio to total operating revenue	12.10	14.05	12.27	12.10	D 1.39	12.16	D 0.66	D 4.65	10.72
Ratio to total operating expenses	16.39	18.53	17.61	16.78	D 4.71	17.14	D 4.38	D 9.30	2.55
Maintenance of equipment	62,799,172	72,971,585	44,174,268	56,298,324	27.45	50,236,296	25.01	7.91	25.39
Ratio to total operating revenue	18.23	19.08	16.78	17.61	4.95	17.24	5.74	5.07	9.97
Ratio to total operating expenses	24.68	25.15	24.08	24.40	1.33	24.25	1.77	D 0.08	1.82
Traffic expenses	5,455,977	5,756,905		5,095,964				6.37	12.23
Ratio to total operating revenue	1.58	1.51		1.69				3.27	D 1.31
Ratio to total operating expenses	2.15	1.98		2.21				D 1.38	D 9.17
Transportation expenses	126,148,343	137,998,763	98,367,908	114,484,433	21.56	108,974,153	20.77	12.37	22.92
Ratio to total operating revenue	36.61	36.08	37.36	35.80	0.08	37.38	2.17	9.38	7.80
Ratio to total operating expenses	49.58	47.57	53.61	49.61	D 3.34	52.62	D 1.69	4.07	D 0.15
General expenses	8,909,790	9,548,549	6,091,587	8,303,255	36.31	7,197,411	23.79	8.60	16.38
Ratio to total operating revenue	2.59	2.50	2.32	2.40	12.07	2.47	4.86	5.71	2.04
Ratio to total operating expenses	3.50	3.29	3.32	3.40	8.43	3.48	0.57	0.57	D 5.46

Total operating expenses	264,422,963	290,119,075	183,478,118	280,747,332	25.76	207,112,725	22.84	7.98	23.13
Ratio to total revenue	73.85	75.85	69.69	72.16	3.54	71.05	3.94	5.12	7.99
Ratio to total operating expenses	100.00	100.00	100.00	100.00		100.00			
C—TAXES	14,003,867	15,248,953	7,164,369	11,416,786	59.36	9,290,578	50.73	25.38	36.53
Per mile owned—first main track	1,295	1,410	682	1,066	56.30	876	47.83	23.80	34.80
Per mile owned—all main tracks	889	965	497	741	49.09	623	42.70	21.78	32.19
Per mile owned—all tracks	584	630	339	491	44.84	418	39.71	20.66	30.17
Ratio to total operating revenue	4.06	3.99	2.72	3.57	31.25	3.19	27.27	21.92	19.82
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	24,009,967	28,191,598	15,541,357	20,415,172	31.36	17,978,265	33.55	19.79	40.66
Cost per 100 pounds tractive power	11.11	12.59	10.07	10.16	0.89	10.12	9.78	9.35	23.92
Average cost per locomotive	3,464	4,012	2,725	3,058	12.18	2,903	19.24	13.65	31.63
Passenger-train cars	7,033,916	7,681,149	4,666,613	6,383,145	36.78	5,524,879	27.31	D 0.05	9.15
Average cost per passenger car	1,126	1,181	905	1,119	23.65	1,017	10.72	D 12.71	D 8.45
Freight-train cars	26,391,972	30,582,722	19,611,793	24,690,832	25.90	22,151,163	19.14	D 1.32	14.35
Average cost per freight car	101	116	88	97	10.23	93	8.60	D 3.81	10.48
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciations):									
Steam locomotives	22,166,867	24,265,286		18,675,454				20.26	31.64
Cost per 100 pounds tractive power	10.26	10.84		9.29				9.85	16.06
Average cost per locomotive	3,198	3,453		2,797				14.05	23.15
Passenger-train cars	4,617,459	4,943,237		4,193,616				10.77	18.59
Average cost per passenger car	739	760		735				D 3.27	D 0.52
Freight-train cars	20,927,156	23,302,328		18,157,546				13.81	26.72
Average cost per freight car	80	88		71				11.11	22.22
F—STATISTICS:									
Number of passengers carried 1 mile	4,330,523,151	4,588,820,048	3,093,156,087	3,953,475,560	27.81	3,523,315,824	22.91	10.05	16.62
Average rate per passenger per mile (cents)	1.818	1.825	1.931	1.829	D 5.28	1.873	D 2.94	0.17	0.55
Number of tons of revenue freight carried 1 mile	37,734,655,035	42,874,550,240	28,879,655,751	34,999,821,256	21.19	31,939,738,504	18.14	0.79	14.52
Average rate per ton per mile (cents)	0.611	0.606	0.635	0.615	D 3.15	0.624	D 2.08	D 0.81	D 1.62
Average revenue tons per loaded car per mile	24.51	25.71	22.34	24.47	9.53	23.45	4.48	D 0.73	4.13
Average revenue tons per car per mile	16.11	17.04	14.78	15.85	7.31	15.35	4.95	D 1.04	4.67
Average revenue ton per train per mile	548.36	582.00	437.92	513.72	17.31	476.44	15.10	4.81	11.24
Outside operations expenses	9,424,259	10,092,431	2,535,011	7,855,978	209.90	5,195,494	81.39	1.80	9.02
Ratio to total operating revenue	2.74	2.64	0.96	2.46	156.25	1.78	53.93	D 0.72	D 4.35
Ratio to total operating expenses	3.70	3.48	1.38	3.40	146.38	2.51	47.41	D 5.85	D 11.45

BUNTING EXHIBIT No. 2.

Memoranda in connection with the 10-year statements of the Pennsylvania system.

LINES INCLUDED AND METHOD OF COMPILATION.

These statements cover all railroad corporations controlled, affiliated in interest, and operated as a part of the Pennsylvania system, east and west, and therefore do not include certain roads noted upon the analysis accompanying the statements, which are not a part of the system, though the Pennsylvania Railroad system has some stock interest therein.

Of these exceptions, the Akron & Barberton Belt, Cherry Tree & Dixonville, Indianapolis Union, Tylerdale Connecting, Washington Terminal, and Zanesville Terminal Cos. are separate corporations, whose stock is owned jointly by companies included in the Pennsylvania system and by other companies outside the Pennsylvania system; therefore their property and capital obligations are not included in the statements. To the extent that the Pennsylvania system is engaged in transportation over and uses the property of said companies, the revenues, expenses, and rentals incident to such transportation and use are included in the statements. The entire use of the property of said companies is on a joint facility or trackage right basis, and the Pennsylvania system has only dealt with its share of use. The Calumet Western; Central Indiana; Monongahela; Pittsburgh; Cartiers & Youghiogheny; Toledo Terminal; and Toledo, Peoria & Western Railroad Cos. are separate railroad corporations whose stock is owned jointly by companies included in the Pennsylvania system, and by other companies outside the system. These companies are engaged in transportation and make separate reports to the Interstate Commerce Commission.

The operations of all of the above are excluded from the statements, not only for the reasons given, but also because the Pennsylvania system in every instance owns less than a majority of the stock.

The Cornwall & Lebanon and the Susquehanna, Bloomsburg & Berwick Railroad Cos. have recently been acquired by the Pennsylvania system, and owing to incomplete data their figures have been omitted. Their total operating revenues are about $600,000 per annum.

The capital obligations in the statements include only those owned by the public or by other companies outside the system, and the reason for the exclusion of intercorporate system ownerships, dividends on stock and interest on funded debt, and other receipts and payments in connection therewith is a desire to deal with the question from the viewpoint of the relations between the railroad and the public and avoid duplications.

In property investment the entire amount for each company in the system has been included, as this total represents investment in the plant devoted to public use. In this way the comparison of net operating income with property investment and net corporate income with capital stock outstanding is a true reflection of actual facts from such viewpoint.

RETURN ON PROPERTY INVESTMENT.

The first and one of the most important features is the property investment account, which represents the book value of the investment in road and equipment. The return on property investment shows a declining tendency since 1903, and a steady decline since 1910. Thus between 1903 and 1913 there has been an increase in property investment account of $530,750,073, and an increase in net operating income of $11,860,533, or only 2.23 per cent on the increased property investment. Indeed, between the years 1910 and 1913 there was an increase of $207,186,919 in the property investment and a decrease in the net operating income of $11,485,511. In other words, the Pennsylvania system was $11,485,511 short of even receiving one cent additional return on its enlarged investment. The percentage of return on property investment in 1903 was 7.49 per cent; in 1910 it was 7.41 per cent, and the average for the 10 years, 1903 to 1912, inclusive, was 6.81 per cent, while in 1913 it had fallen to 5.48 per cent.

In compliance with the accounting regulations of the Interstate Commerce Commission the property investment account for the years 1910 to 1913 included all expenditures for additions and betterments made out of surplus subsequent to July 1, 1907. This account, however, does not include expenditures of this character made prior to 1907, and which in the case of the Pennsylvania system amounts to $203,501,337. While it may be urged that on account of this change in accounting methods the figures are not on a comparative basis, yet when put upon a comparative basis practically the same rate of decline is shown.

An examination of the records of the Pennsylvania system, back to 1887, and a restoration to the property investment of all amounts expended for additions and betterments and charged to surplus or income, show that the downward tendency in the percentage return on property investment exists in practically the same degree, for calculated on this basis the return on property investment in 1903 was 6.66 per cent as against 4.78 per cent in 1913.

MILEAGE.

The miles of first main track owned have increased, 1903 to 1913, only 3.92 per cent, while the miles of all tracks owned have increased in the same period 23.07 per cent, indicating that the development is intensive rather than extensive.

NET CORPORATE INCOME.

The net corporate income per cent of capital stock was 14.07 per cent in 1903, 13.17 per cent in 1910, and 9.64 per cent in 1913, or a drop of nearly one-third between 1913 and 1903, and of over one-quarter between 1913 and 1910.

DIVIDENDS.

The dividends paid (per cent of all stock outstanding) were as follows: 1903, 5.62 per cent; 1910, 6.53 per cent; 1913, 5.67 per cent.

The annual surplus after payment of interest and dividends is the system's margin of safety. This has declined as follows:

Per cent of total operating revenues: 1903, 12.55 per cent; 1910, 10.40 per cent; 1913, 6.39 per cent.

Per cent of total capital obligations: 1903, 3.71 per cent; 1910, 2.91 per cent; 1913, 1.99 per cent.

RETURN ON CAPITAL OBLIGATIONS.

The total capital obligations of the Pennsylvania system, June 30, 1913, $1,231,138,848, show an increase of 55.87 per cent over the amount outstanding June 30, 1903, and during that same period the net corporate income has been reduced from 14.07 per cent on the capital stock to 9.64 per cent. In view, however, of the fact that in recent years there have been considerable conversions of bonds into stock, thereby necessarily reducing the rate earned on the stock, it will be of interest to see the percentage relation for these periods between the net corporate income (plus interest on funded debt) and the total capital obligations. The net corporate income (plus interest on funded debt) per cent of total capital obligations was 8.74 per cent in 1903, 8.18 per cent in 1910, with an average for the 10 years, 1903 to 1912, of 7.44 per cent. It has fallen to 6.88 per cent in 1913, being a decrease of over one-fifth in 10 years.

It should be noted also in this connection that as these figures are made up for the years ended June 30, the total capital obligations include capital stock which was issued during the fiscal year, but which did not participate in the dividend within such years. Making the adjustment for this, the net corporate income (plus interest on funded debt) was in 1903, 8.98 per cent; in 1910, 8.54 per cent; and in 1913, 7.12 per cent on total capital obligations.

RATIO OF STOCK TO TOTAL CAPITAL OBLIGATIONS.

The increase in the percentage of stock to total capital obligations of the Pennsylvania system from 43.89 per cent in 1910 to 50.02 per cent in 1913, was due principally to the issue of stock by the Pennsylvania Railroad Co. and conversions of bonds into stock.

COMPARISON BETWEEN 1910 AND 1913—REVENUES AND EXPENSES.

The operating revenues of 1913 increased $47,057,640 over 1910, but as the operating expenses increased $54,492,139 and taxes $4,079,779, there was a decrease in the net operating income of $11,485,511, notwithstanding an increase of $207,186,919 in the property investment account.

The average revenue per ton per mile decreased in this 3-year period from 6.16 mills to 6.06 mills, and the average revenue per passenger per mile increased from 1.815 cents to 1.825 cents; the net result of the two being, on the 1913 traffic, equivalent to a decreased revenue of $3,828,569. Even admitting that the decline in freight revenue per ton mile may be partly due to a change in the character of the traffic handled, the loss in revenue of $3,828,569 remains an actual fact. The increase in expenditure is equally an actual fact, both in dollars and when worked out as cost per traffic unit.

The following table shows that per million traffic units (ton-miles plus passenger-miles) the receipts were $48.68 less and the expenses were $417.34 more. The result is the profits are less by more than $500 per million traffic units, and the Pennsylvania system handled 47,463,335,288 traffic units in 1913.

[Per million traffic units.]

	1910	1913	Increase (+) or decrease (—).
Total operating revenues	$8,106.46	$8,057.78	— $48.68
Operating expenses:			
Maintenance of way and structures	1,029.04	1,132.48	+ 103.44
Maintenance of equipment	1,406.65	1,537.44	+ 130.79
Transportation and traffic	2,837.44	3,028.79	+ 191.35
General	198.30	201.18	+ 2.88
Outside operations	223.76	212.64	— 11.12
Total operating expenses	5,695.19	6,112.53	+ 417.34
Net operating revenues	2,411.27	1,945.25	+ 466.02
Taxes	269.96	321.28	+ 51.32
Hire of equipment, rents, etc	27.03	22.96	— 4.07
Net operating income	2,114.28	1,601.01	— 513.27

The amount of wages paid has increased about $36,000,000 during the period 1910 to 1913, approximately $15,000,000 of which is due to increased rates of pay, and this is distributed throughout all accounts, and is responsible for a portion of the increase in the maintenance of ways and structures and maintenance of equipment expenses. In addition, large expenditures had to be made in these accounts for more substantial and heavier equipment, the higher standard of roadbed all through, i. e., more ties, installation of tie-plates, deeper ballasting to take care of the heavier equipment and extension of and more modern interlocking.

The following table for the Pennsylvania system east shows the expenditures in the maintenance accounts per gross ton mile, which means the lading plus the weight of the equipment:

[Per million gross ton-miles.]

	1903	1910	1913	Average, 3 years, 1911–1913
Maintenance of way and structures	$399.09	$377.44	$387.66	$371.20
Maintenance of equipment	515.21	548.85	599.27	568.55
Transportation and traffic	1,202.83	1,062.48	1,118.20	1,134.54
Total	2,117.13	1,988.77	2,105.13	2,074.29

[Per million gross ton-miles.]

	3-year averages.		
	1903–1905	1908–1910	1911–1913
Maintenance of way and structures	$378.39	$361.75	$371.20
Maintenance of equipment	525.48	554.22	568.55
Traffic and transportation	1,208.57	1,115.98	1,134.54
Total	2,112.24	2,031.95	2,074.29

A comparison of the maintenance accounts as between different periods involves consideration of the weight of the equipment during those periods and thus the average weight of all locomotives (lines east) on December 31, 1909, was 160,927 pounds, and on December 31, 1912, 169,438 pounds, an increase of 8,511 pounds. The average weight of all passenger cars on December 31, 1909, was 67,609 pounds, and on December 31, 1912, 78,153 pounds, an increase of 10,544 pounds, and the average weight of all freight cars on December 31, 1909, was 37,603 pounds, and on December 31, 1912, 38,834 pounds, an increase of 1,231 pounds.

Of the increase of $14,774,549 in maintenance of equipment expenses in 1913 over 1910, $11,521,179 was due to repairs to equipment, and 1,110,221 was due to renewals and depreciation.

There has also been an increase in the average number of tons per loaded car of 1.02 tons, and an increase in the average daily mileage of freight cars (system east) from 25.80 to 27.35 per car.

Transportation expenses are affected to a greater degree than other departments of expense by increases in wages, and they also have the added burden of the cost of hours of service law, the cost of extra-crew laws, and increased cost of fuel. On the other hand, transportation expenses have been kept down by the increased lading per car, the increase in the trainload, and the decrease in the number of pounds of fuel per thousand ton-miles, most of which, except possibly the latter, has been made possible through the additional outlay represented in property investment account.

	1903	1910	1913
Tons per loaded car-mile	21.14	24.69	25.71
Train load (tons)	436.32	523.21	582.00
Pounds of fuel consumed per 1,000 traffic ton-miles	765	732	727

Taxes have increased $4,079,779 as between 1910 and 1913, and there has been an increase in taxes per mile of first main track, per mile of all main tracks, per mile of all tracks, as well as an increase in the ratio to total operating revenue, and a still greater increase in the ratio to net operating revenue.

The result compared with 1910 of the increase in expenses, which is greater than the increase in operating revenue, is a decline of $11,485,511 in net operating income in 1913, notwithstanding an increase of $207,186,919 in the property investment account for the same period.

Summing up the operations we have, comparing 1913 with 1910, an increase in tonnage, but a decrease in the average revenue per ton per mile, an increase in operating revenues of 14.03 per cent, an increase of 23.13 per cent in operating expenses, an increase of 36.53 per cent in taxes, and a decrease of 13.13 per cent in net operating income, with an increase of 17.56 per cent in the property investment account.

Comparison, 1913 with 1910.

[Increase, plus (+); decrease, minus (—).]

	Amount.	Per cent.
Property investment	+$207,186,919	+17.56
Operating revenues	+47,057,640	+14.03
Operating expenses	+54,492,139	+23.13
Taxes	+4,079,779	+36.53
Net operating income	—11,485,511	—13.13
Traffic units	+6,090,583,461	+14.72

During the period 1903–1913 the total capital obligations have increased 56 per cent, and the property investment account has increased 62 per cent, as against a 23 per cent increase in the mileage of all tracks owned, showing that the property investment per mile has considerably increased. The increase in the property investment account per mile is due to many things; larger and more expensive terminals and stations for both passenger and freight; elimination of curves, grades and crossings; heavier and improved bridges, rails, ties, signals, interlocking, etc., and generally a more substantial standard of roadbed to carry the heavier equipment, which is shown by the increase in the total tractive power of locomotives, amounting to 80 per cent as between 1903 and 1913, and the increase in total capacity of freight cars of 62 per cent, as well as by the substitution of steel for wooden cars.

As between 1910 and 1913 the tons carried 1 mile have increased 5,436,789,223, or 14.52 per cent, and the passengers carried 1 mile increased 653,794,238, or 16.62 per cent, the total freight and passenger units carried 1 mile have increased 6,090,583,461, or 14.72 per cent.

Even if the total freight revenues of the Pennsylvania system in 1913 had been greater by 5 per cent, the return from operations upon the property investment would have been 6.42 per cent, or only about 1 per cent greater than the percentage actually realized. The return from operations even then, including 5 per cent additional, would still have been nearly $14,000,000 short of the amount necessary to give the same return upon the property as that earned in 1910, namely, 7.41 per cent.

WISHART EXHIBIT No. 1.

[D denotes decrease.]

Summary of 10-year statement—New York Central lines.

[Page 1.]

Item.	10-year average 1903-1912.	1903	1910	Per cent of increase 1910 over 1903.	1913	Per cent of increase 1913 over—		
						10-year average.	1903	1910
Ratio of net operating income to total property investment:								
Property investment	$1,053,226,226	$882,750,906	$1,183,342,995	34.05	$1,342,949,168	27.51	52.13	13.49
Net operating income	53,169,105	44,751,018	69,699,578	55.75	73,465,169	38.17	64.16	5.40
Per cent on property investment	5.05	5.07	5.90	16.37	5.47	8.32	7.89	D 7.29
Ratio of net corporate income (plus interest on funded debt) to total capial obligations:								
Total capital obligations	1,062,487,472	834,114,204	1,209,006,988	44.94	1,315,206,374	23.79	57.68	8.78
Net corporate income (plus interest on funded debt)	58,319,999	46,154,971	77,172,613	67.20	80,621,168	38.26	74.67	4.47
Per cent on capital obligations	5.49	5.53	6.38	15.37	6.13	11.66	10.85	D 3.92
Ratio of net corporate income to capital stock:								
Total capital stock	329,231,781	289,389,738	376,665,882	30.16	364,396,258	10.68	25.92	D 3.26
Net corporate income	28,571,374	22,859,850	43,655,202	90.97	40,370,473	41.30	76.60	D 7.52
Per cent on capital stock	8.68	7.90	11.59	46.71	11.08	27.65	40.25	D 4.40
Dividends:								
Dividends	18,228,825	15,034,221	23,904,119	59.00	19,806,628	8.65	31.74	D 17.14
Per cent on capital stock	5.54	5.20	6.35	22.12	5.44	D 1.81	4.61	D 14.33
Interest and dividends:								
Interest and dividends	47,977,450	38,329,341	57,421,530	49.81	60,057,324	25.18	56.69	4.59
Per cent on capital obligations	4.52	4.59	4.75	3.48	4.57	1.11	D .44	D 3.79
Margin of net corporate income over dividends:								
Amount of margin	10,542,549	7,825,629	19,751,083	152.39	20,563,845	98.83	162.77	4.11
Per cent on capital obligations	.97	.94	1.63	73.40	1.56	60.82	65.96	D 4.29
Per cent on total operating revenues	4.54	4.22	7.56	79.15	6.63	46.04	57.11	D 12.31
Distribution of capital obligations:								
Stock ... per cent	30.99	34.69	31.16	D 10.20	27.71	D 10.58	D 20.12	D 11.08
Bonds ... per cent	69.01	65.31	68.64	5.41	72.29	4.75	10.69	5.01
Funded debt	733,255,691	544,724,466	832,340,106	52.80	950,810,116	29.67	74.55	14.28

Property investment and capital obligations per mile of track:								
Property investment per mile owned—first main track, dollars	88,888	76,363	98,607	29.13	111,390	25.32	45.87	12.96
Property investment per mile owned—all tracks, dollars	45,202	42,536	48,198	13.81	52,142	15.35	22.58	8.18
Capital obligations per mile owned—first main track, dollars	89,671	72,155	100,745	30.62	109,090	21.66	51.19	8.28
Capital obligations per mile owned—all tracks, dollars	67,194	57,137	73,766	29.10	77,114	14.76	34.96	4.54
Operating results:								
Miles of first main track operated	12,338.47	11,897.15	12,574.12	5.69	12,690.27	2.85	6.67	.92
Miles of all tracks operated	23,881.69	21,155.44	25,231.85	19.27	26,671.54	11.68	26.07	5.71
Operating revenues (including outside operations)	227,701,272	185,572,424	261,111,292	40.71	310,092,523	36.19	67.10	18.76
Operating expenses (including outside operations)	163,423,292	131,908,113	179,377,500	35.99	221,696,507	35.66	68.07	23.59
Net operating revenue	64,277,980	53,664,311	81,733,792	52.31	88,396,016	37.52	64.72	8.15
Tax accruals	8,804,065	6,805,070	9,666,999	42.05	12,787,167	45.24	87.91	32.28
Operating income	55,473,915	46,859,241	72,066,793	53.79	75,608,849	36.30	61.35	4.91
Hire of Equipment, rents, etc. (net)	D 2,304,810	D 2,106,223	D 2,367,215	12.28	D 2,143,680	D 6.99	1.68	D 9.44
Net operating income	53,169,105	44,751,018	69,699,578	55.75	73,465,169	38.17	64.18	5.40
Maintenance of way and structures and equipment	67,264,352	58,145,121	71,283,812	22.60	92,592,286	37.65	59.24	29.89
Other operating expenses	93,125,531	73,762,992	101,684,005	37.85	121,178,640	30.12	64.28	19.17
Ratios:								
Ratio of expenses (excluding taxes) to revenues	71.77	71.08	68.70	D 3.35	71.49	D .39	.58	4.06
Ratio of expenses (including taxes) to revenues	75.64	74.75	72.40	D 3.14	75.62	D .03	11.16	4.45
Ratio of total maintenance charges to revenues	29.54	31.33	27.30	D 12.86	29.86	1.08	D 4.69	9.38
Ratio of taxes to total operating revenues	3.87	3.67	3.70	.82	4.12	6.46	12.26	11.85
Ratio of taxes to net operating revenue	13.70	12.68	11.83	D 6.71	14.47	5.62	14.12	22.32
Traffic:								
Tons carried 1 mile	25,043,706,797	20,723,729,613	28,823,135,107	39.08	34,424,312,942	37.46	66.11	19.43
Passengers carried 1 mile	3,041,775,439	2,471,102,416	3,434,129,404	38.97	3,790,834,522	24.62	53.41	10.38
Traffic units	28,085,482,236	23,194,832,029	32,257,264,511	39.07	38,215,147,464	36.06	64.76	18.47
Total freight revenue	151,919,389	126,670,006	174,166,288	37.50	208,374,450	37.16	64.50	19.64
Average revenue per ton-mile, cents	.607	.611	.604	D 1.15	.606	D .33	D .98	.16
Total passenger revenue	56,164,739	46,508,295	62,570,531	34.55	72,112,335	28.39	55.07	15.25
Average revenue per passenger-mile, cents	1.85	1.88	1.82	D 3.19	1.90	2.70	1.06	4.39
Other transportation statistics:								
Average number of tons of revenue freight per train-mile	445.25	400.67	469.09	17.08	536.92	20.59	34.01	14.46
Average number of tons of revenue freight per car-mile	12.38	11.65	12.94	11.07	13.77	11.23	18.20	6.41
Average number of tons of revenue freight per loaded car-mile	....	....	....	....	....	....	....	....
Miles owned, first main track	1,848.76	11,560.00	12,000.62	3.81	12,056.17	1.75	4.29	.46
Miles owned, all tracks	23,300.20	20,752.89	24,551.86	18.31	25,755.45	10.54	24.10	4.91

WISHART EXHIBIT No. 1—Continued.

New York Central lines.

[D denotes decrease or deficit.]

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[Page 2.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	11,560.00	11,601.20	11,695.07	11,827.14	11,900.25	11,931.64	11,930.52	12,000.62	11,986.38
2. Owned—miles of all main tracks	14,598.38	14,807.90	15,132.42	15,356.55	15,784.16	16,112.50	16,167.68	16,389.77	16,809.50
3. Owned—miles of all tracks	20,752.89	21,378.98	21,966.54	22,541.25	23,215.21	23,856.32	24,129.62	24,551.86	25,113.84
4. Operated—miles of first main track	11,897.15	11,988.05	12,157.23	12,335.65	12,365.18	12,406.69	12,420.61	12,574.12	12,555.62
5. Operated—miles of all main tracks	14,999.50	15,258.72	15,638.54	15,930.73	16,327.73	16,692.82	16,761.44	17,066.33	17,474.71
6. Operated—miles of all tracks	21,155.44	21,831.23	22,492.66	23,123.90	23,768.25	24,440.07	24,726.81	25,231.85	25,797.68
B—TOTAL CAPITAL OBLIGATIONS	$834,114,204.00	$880,072,502.00	$919,509,759.00	$951,728,796.00	$1,026,569,516.00	$1,104,233,667.00	$1,132,531,730.00	$1,209,005,988.00	$1,269,480,539.00
Per mile owned—first main track	72,155.20	75,860.47	78,623.71	80,469.90	86,264.53	92,546.68	94,927.27	100,745.29	105,910.25
Per mile owned—all main tracks	57,137.45	59,432.63	60,764.22	61,975.43	65,037.96	68,532.73	70,049.12	73,765.89	75,521.61
Per mile owned—all tracks	40,192.68	41,165.32	41,859.56	42,221.65	44,219.70	46,286.84	46,935.33	49,242.95	50,549.04
Capital stock	289,389,738.00	290,079,806.00	287,091,856.00	303,950,626.00	333,301,426.00	333,221,113.00	334,559,828.00	376,665,882.00	379,747,618.00
Increase over previous year		690,068.00	D2,987,950.00	16,858,770.00	29,350,800.00	D 80,313.00	1,338,715.00	42,106,054.00	3,081,736.00
Funded debt, including notes issued for capital obligations	544,724,466.00	589,992,696.00	632,417,903.00	647,778,170.00	693,268,090.00	771,012,554.00	797,971,902.00	832,340,106.00	889,732,921.00
Increase over previous year		45,268,230.00	42,425,207.00	15,360,267.00	45,489,920.00	77,744,464.00	26,959,348.00	34,368,204.00	57,392,815.00
Ratio of capital stock to total capital obligations	34.69	32.94	31.22	31.94	32.47	30.18	29.54	31.15	29.91
C—PROPERTY INVESTMENT [1]	882,750,906.37	892,352,032.08	915,418,381.29	960,413,094.88	1,017,406,317.96	1,047,798,487.16	1,083,238,683.33	1,183,342,994.68	1,250,942,252.26
Per mile owned—first main track	76,362.54	76,918.94	78,273.87	81,204.17	85,494.53	87,816.80	90,795.60	98,606.82	104,363.64
Per mile owned—all main tracks	60,469.10	60,261.89	60,493.85	62,540.94	64,457.43	65,030.16	67,000.25	72,200.10	74,418.77
Per mile owned—all tracks	42,536.29	41,739.69	41,673.31	42,606.91	43,824.99	43,921.21	44,892.49	48,197.69	49,810.87
Additions to property investment account		9,601,125.71	23,066,349.21	44,994,713.59	56,993,223.08	30,392,169.20	35,440,196.17	100,104,311.35	67,599,257.57
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	185,572,423.53	188,295,868.46	194,824,079.33	217,150,770.08	233,759,068.47	223,762,163.67	226,817,308.68	261,111,292.33	267,803,214.13
Total operating expenses, including outside operations	131,908,112.64	138,439,824.03	142,208,663.24	155,136,041.46	173,061,406.85	161,614,797.65	157,634,016.61	179,577,499.70	197,322,317.42
Net operating revenue, including outside operations	53,664,310.89	49,856,044.43	52,615,416.09	62,014,728.62	60,697,661.62	62,147,366.02	69,183,292.07	81,733,792.63	70,480,896.71
Tax accruals	6,805,069.96	7,215,974.40	7,492,136.84	8,421,419.53	8,468,326.50	7,911,822.42	9,419,468.76	9,666,999.32	10,616,246.33
Operating income	46,859,240.93	42,640,070.03	45,123,279.25	53,593,309.09	52,229,335.12	54,235,541.60	59,763,823.31	72,066,793.31	59,864,650.38
Other income relating to operation									

Hire of equipment—Cr	....	....	....	....	....	....	....	....	....
Joint facilities—Cr	984,799.00	1,067,106.00	1,038,453.00	1,123,996.00	1,205,268.00	2,161,833.10	2,477,736.27	2,547,323.52	3,196,266.09
Miscellaneous rents—Cr	1,198,685.21	1,149,662.30	1,099,680.51	1,145,746.36	1,126,568.31	931,790.36	795,498.25	676,116.13	658,851.24
Total	2,183,484.21	2,216,768.30	2,138,133.51	2,269,742.36	2,331,836.31	3,093,623.46	3,273,234.52	3,223,439.65	3,855,117.33
Deductions from income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Dr	3,331,153.50	3,554,524.70	3,396,651.94	2,573,373.19	2,147,367.94	3,883,091.53	4,560,705.96	2,570,006.61	2,449,885.47
Joint facilities—Dr	960,554.00	1,261,702.00	933,915.00	984,582.00	1,235,499.00	2,044,917.81	2,275,687.51	2,562,213.66	2,785,042.39
Miscellaneous rents—Dr	....	....	....	....	....	179,191.25	169,617.77	458,434.58	753,492.02
Total	4,291,707.50	4,816,226.70	4,330,572.94	3,557,955.19	3,382,866.94	6,107,200.59	7,006,011.24	5,590,654.85	5,988,419.88
Net operating income	44,751,017.64	40,040,611.63	42,930,839.82	52,305,096.26	51,178,304.49	51,221,966.47	56,031,046.59	69,699,578.11	57,731,347.83
Per cent on property investment	5.07	4.49	4.69	5.45	5.03	4.89	5.17	5.89	4.61
Other income	1,843,959.48	2,666,493.09	2,873,285.41	4,932,791.86	4,866,079.29	7,750,899.94	8,210,300.88	8,213,935.64	9,194,203.33
Total income	46,594,977.12	42,707,104.72	45,804,125.23	57,237,888.12	56,044,383.78	58,972,866.41	64,241,347.47	77,913,513.75	66,925,551.16
Other deductions	....	....	....	....	....	....	....	....	....
Lease of roads	12,093.26	14,707.47	24,875.40	12,718.40	12,718.40	68,805.16	69,214.11	103,231.50	63,984.86
Interest deductions:									
Interest on funded debt	22,117,821.97	22,829,320.03	23,852,634.77	25,066,314.78	26,453,009.22	29,702,379.32	30,743,956.05	32,347,683.26	33,990,289.42
Other interest	1,177,298.35	1,421,780.12	1,168,943.82	883,494.21	1,659,201.57	1,946,665.04	815,009.05	1,169,727.22	2,096,982.16
Miscellaneous other deductions	427,913.22	340,365.56	572,282.89	558,670.33	879,761.44	283,395.86	290,665.59	637,669.42	2,271,583.15
Total	23,735,126.80	24,606,173.18	25,618,736.88	26,521,197.72	29,004,690.63	32,001,245.38	31,918,844.80	34,258,311.40	38,422,839.59
Net corporate income for the year	22,859,850.32	18,100,931.54	20,185,388.35	30,716,690.40	27,039,693.15	26,971,621.03	32,322,502.67	43,655,202.35	28,502,711.57
Per cent on capital stock outstanding	7.90	6.24	7.03	10.11	8.11	8.09	9.66	11.59	7.51
Per cent of net corporate income plus interest on funded debt on total capital obligations outstanding	5.39	4.65	4.79	5.86	5.21	5.13	5.57	6.29	4.92
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	52,598,404.04	56,744,031.40	56,903,678.05	55,643,414.92	58,491,935.26	57,726,498.67	57,110,709.15	64,376,598.35	83,923,785.93
Net corporate income for the year	22,859,850.32	18,100,931.54	20,185,388.35	30,716,690.40	27,039,693.15	26,971,621.03	32,322,502.67	43,655,202.35	28,502,711.57
Miscellaneous profit and loss items—net.	D 242,120.31	D1,457,039.30	D2,525,093.11	D 813,515.42	D1,252,016.50	D 518,670.93	D 410,276.73	2,122,073.54	D2,884,515.48
Total surplus	75,216,134.05	73,387,923.64	74,563,973.29	85,546,589.90	84,279,611.91	84,179,448.77	89,022,935.09	110,153,874.24	109,541,982.02
Dividends declared	15,034,220.88	15,088,078.43	15,434,388.87	15,306,230.45	18,242,054.88	17,135,682.16	17,292,175.32	23,904,119.03	23,047,775.72
Per cent on capital stock outstanding	5.20	5.20	5.38	5.04	5.47	5.14	5.17	6.35	6.07
Additions, betterments, and permanent improvements appropriations.	3,084,859.27	1,039,387.16	3,128,923.27	11,725,024.78	8,311,058.36	9,508,417.46	7,311,161.42	2,234,969.28	12,695,460.11
Sinking and special reserve funds appropriations	353,022.50	356,780.00	357,246.23	23,399.41	....	424,640.00	43,000.00	91,000.00	98,000.00
Total surplus appropriated	18,472,102.65	16,484,245.59	18,920,558.37	27,054,654.64	26,553,113.24	27,068,739.62	24,646,336.74	26,230,088.31	35,841,235.83
Unappropriated surplus carried over to the following year	56,744,031.40	56,903,678.05	55,643,414.92	58,491,935.26	57,726,498.67	57,110,709.15	64,376,598.35	83,923,785.93	73,700,746.19
Per cent of net corporate income and net R. and L. item on capital stock outstanding	7.82	5.74	6.15	9.84	7.74	7.94	9.54	12.15	6.75

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses year 1908 and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

Wishart Exhibit No. 1—Continued.

New York Central lines—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908–1912 compared with 1903–1907.	10-year average.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910.	Increase or decrease, 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—Mileage:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	12,054.82	12,056.17	11,716.73	11,980.79	2.25	11,848.76	1.74	0.45	0.46
2. Owned—miles of all main tracks	16,963.70	17,055.41	15,135.88	16,488.63	8.94	15,812.25	7.28	3.50	4.06
3. Owned—miles of all tracks	25,495.49	25,755.45	21,970.97	24,629.43	12.10	23,300.20	9.42	3.84	4.90
4. Operated—miles of first main track	12,684.42	12,690.27	12,148.65	12,528.29	3.12	12,338.47	2.80	.88	0.92
5. Operated—miles of all main tracks	17,679.80	17,778.52	15,631.04	17,135.02	9.62	16,383.03	7.92	3.59	4.17
6. Operated—miles of all tracks	26,249.02	26,671.54	22,474.29	25,289.09	12.52	23,881.69	9.91	4.03	5.71
B—Total capital obligations	1,297,628,016.00	1,315,206,374.00	922,398,955.40	1,202,575,988.00	30.37	1,062,487,471.70	22.13	7.33	8.78
Per mile owned—first main track	107,643.91	109,089.90	78,724.95	100,375.35	27.50	89,670.77	20.04	6.85	8.28
Per mile owned—all main tracks	76,494.40	77,113.74	60,941.22	72,933.65	19.68	67,193.95	13.84	3.70	4.54
Per mile owned—all tracks	50,896.37	51,065.17	41,982.62	48,826.78	16.30	45,599.93	11.62	3.36	3.70
Capital stock	364,309,912.00	364,396,258.00	300,762,690.40	357,700,870.60	18.93	329,231,780.50	10.65	D 3.28	D 3.26
Increase over previous year	D15,437,706.00	86,346.00							
Funded debt, including notes issued for capital obligations	933,318,104.00	950,810,116.00	621,636,265.00	844,875,117.40	35.91	733,255,691.20	27.28	12.13	14.23
Increase over previous year	43,585,183.00	17,492,012.00							
Ratio of capital stock to total capital obligations	28.08	27.71	32.61	29.74		30.99	D 9.39	D 9.86	D 11.04
C—Property investment [1]	1,298,599,144.47	1,342,949,167.79	933,688,146.52	1,172,784,306.38	25.61	1,053,226,226.45	23.30	9.74	13.49
Per mile owned—first main track	107,724.47	111,391.03	79,686.75	97,888.73	22.84	88,889.15	21.19	9.25	12.97
Per mile owned—all main tracks	76,551.64	78,740.36	61,685.75	71,126.85	15.31	66,608.25	14.93	6.03	9.06
Per mile owned—all tracks	50,934.46	52,142.33	42,495.54	47,617.19	12.05	45,202.45	12.68	5.68	8.18
Additions to property investment account	47,656,862.22	44,350,053.32	33,663,852.90	56,238,559.30	67.06	46,205,356.45	D 3.14	D 52.39	D 55.70
D—Income account: [2]									
Total operating revenue, including outside operations	277,916,533.23	310,092,523.11	203,920,441.97	251,482,102.41	23.32	227,701,272.19	22.05	6.44	18.76
Total operating expenses, including outside operations	197,530,239.34	221,696,506.76	148,150,809.64	178,695,774.14	20.62	163,423,291.89	20.87	10.12	23.59
Net operating revenue, including outside operations	80,386,293.89	88,396,016.35	55,769,632.33	72,786,328.27	30.51	64,277,980.30	25.06	D 1.65	8.15
Tax accruals	12,023,189.99	12,787,167.44	7,680,585.45	9,927,545.37	29.26	8,804,065.41	36.56	24.37	32.28
Operating income	68,363,103.90	75,608,848.91	48,089,046.88	62,858,782.90	30.71	55,473,914.89	23.23	D 5.14	4.91

Other income relating to operation									
Hire of equipment—Cr									
Joint facilities—Cr	3,530,787.54	3,741,436.45	1,083,924.40	2,782,789.30	156.73	1,933,356.85	82.62	38.61	46.88
Miscellaneous rents—Cr	705,890.14	976,482.78	1,144,068.54	753,629.22	D 34.13	948,848.88	D 25.61	4.40	44.43
Total	4,236,677.68	4,717,919.23	2,227,992.94	3,536,418.52	58.73	2,882,205.73	46.99	31.43	46.36
Deductions from income relating to operation									
Hire of equipment—Dr	2,754,561.79	2,604,304.94	3,000,615.45	3,243,650.27	8.10	3,182,132.86	D 11.77	7.18	1.33
Joint facilities—Dr	3,116,730.15	3,323,764.06	1,075,250.40	2,556,918.30	137.80	1,816,084.35	71.62	21.64	29.72
Miscellaneous rents—Dr	927,249.81	933,530.24		497,597.09		248,798.54		102.26	103.63
Total	6,798,541.75	6,861,509.24	4,075,865.85	6,298,165.66	54.52	5,187,015.75	31.07	21.61	22.73
Net operating income	65,801,239.83	73,465,168.90	46,241,173.97	60,097,035.76	29.96	53,169,104.87	23.76	D 5.59	5.40
Per cent on property investment	5.07	5.47	4.95	5.12	3.43	5.05	0.40	D 13.92	D 7.13
Other income	9,565,373.47	8,546,354.24	3,436,521.83	8,586,942.66	149.87	6,011,732.24	59.11	16.45	4.05
Total income	75,366,613.30	82,011,523.14	49,677,695.80	68,683,978.42	38.26	59,180,837.11	27.35	D 3.27	5.26
Other deductions									
Lease of roads	62,527.76	13,400.00	15,422.59	73,552.68	376.92	44,487.63	40.55	D 39.43	D 87.02
Interest deductions:									
Interest on funded debt	36,102,847.34	37,929,336.40	24,063,820.16	32,577,431.08	35.38	28,320,625.62	27.48	11.61	17.26
Other interest	1,940,896.36	2,321,359.16	1,262,143.61	1,593,855.96	26.28	1,427,999.79	35.92	65.93	98.45
Miscellaneous other deductions	1,901,198.26	1,376,955.05	555,798.69	1,076,902.46	93.76	816,350.57	132.89	198.15	115.94
Total	40,007,469.72	41,641,050.61	25,897,185.05	35,321,742.18	36.39	30,609,463.61	30.70	16.78	21.55
Net corporate income for the year	35,359,143.58	40,370,472.53	23,780,510.75	33,362,236.24	40.29	28,571,373.50	23.76	D 19.00	D 7.52
Per cent on capital stock outstanding	9.71	11.08	7.90	9.33	18.10	8.68	11.87	D 16.22	D 4.41
Per cent of net corporate income plus interest on funded debt on total capital obligations outstanding	5.51	5.95	5.19	5.48	5.59	5.35	2.99	D 12.40	D 5.41
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	73,700,746.19	75,427,136.12	56,076,292.74	67,367,667.66	20.14	61,721,980.20	19.41	14.48	17.17
Net corporate income for the year	35,359,143.58	40,370,472.53	23,780,510.75	33,362,236.24	40.29	28,571,373.50	23.76	D 19.00	D 7.52
Miscellaneous profit and loss items—net	D 6,675,465.92	D 6,720,064.19	D 1,257,956.93	D 1,673,371.10	33.02	D 1,465,664.02	355.46		
Total surplus	102,384,423.85	109,077,544.46	78,598,846.56	99,056,532.80	26.03	88,827,689.68	15.26	D 7.05	D 0.98
Dividends declared	21,803,521.87	19,806,628.26	15,820,994.70	20,636,654.82	30.44	18,228,824.76	19.61	D 8.79	D 17.14
Per cent on capital stock outstanding	5.98	5.44	5.26	5.77	9.69	5.54	7.96	D 5.83	D 14.33
Additions, betterments, and permanent improvements appropriations	2,631,949.26	1,566,755.43	5,457,850.57	6,876,391.51	25.99	6,167,121.04	D 57.32	17.76	D 29.90
Sinking and special reserve funds appropriations	2,521,816.60	900,491.21	218,089.63	635,691.32	191.48	426,890.48	490.74	2,671.23	889.55
Total surplus appropriated	26,957,287.73	22,273,874.90	21,496,934.90	28,148,737.65	30.94	24,822,836.28	8.60	2.77	D 15.08
Unappropriated surplus carried over to the following year	75,427,136.12	86,803,669.56	57,101,911.66	70,907,795.15	24.18	64,004,853.40	17.85	D 10.12	3.43
Per cent of net corporate income and net R. and L. items on capital stock outstanding	7.87	9.23	7.49	8.85	18.29	8.23	D 4.37	D 35.23	D 24.03

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track, yards, and terminals, and rents of buildings and other property have been made, in years prior to 1908, to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts equipment loaned Cr., and equipment borrowed Dr. have been adjusted through expenses and income, year 1908.

WISHART EXHIBIT No. 1—Continued.

New York Central lines—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 3.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Freight revenue	126,670,005.77	126,622,205.30	131,197,476.00	148,051,157.00	160,056,385.00	145,975,670.00	147,608,131.00	174,166,288.00	175,631,914.00
Passenger revenue	46,503,294.71	47,828,917.66	48,863,077.00	52,275,709.00	56,500,416.00	56,325,312.00	56,902,142.00	62,570,531.00	66,176,308.00
Mail revenue	5,574,480.28	6,259,073.55	6,230,664.00	6,867,030.00	6,853,408.00	6,275,629.00	6,351,069.00	6,126,083.00	6,176,950.00
Express revenue	4,659,368.52	5,251,330.22	5,391,328.00	6,135,129.00	6,418,602.00	7,562,900.00	7,509,678.00	8,463,561.00	8,955,499.00
Other transportation revenue	660,160.23	678,258.51	736,488.00	868,523.00	920,840.00	834,135.00	971,275.00	1,073,241.00	1,120,628.00
Revenue from operations other than transportation	1,505,114.02	1,656,083.22	2,405,046.33	2,953,212.08	3,007,417.47	1,857,800.14	2,205,627.28	2,455,768.99	3,104,691.50
Outside operations						4,930,717.53	5,269,386.40	6,255,819.34	6,637,223.63
Total operating revenue	185,572,423.53	188,295,868.46	194,824,079.33	217,150,770.08	233,759,068.47	218,831,446.14	221,547,922.28	254,855,472.99	261,165,990.50
Per mile operated—first main track	15,598.06	15,706.96	16,025.37	17,603.54	18,904.62	17,638.18	17,837.12	20,268.25	20,800.72
Per mile operated—all main tracks	12,371.91	12,340.21	12,457.95	13,630.94	14,316.69	13,109.32	13,217.71	14,933.23	14,945.37
Per mile operated—all tracks	8,771.85	8,625.07	8,661.67	9,390.75	9,834.93	8,953.80	8,959.83	10,100.55	10,123.62
B—EXPENSES:									
Maintenance of way and structures	32,094,393.97	29,735,395.82	30,415,002.79	32,146,560.58	34,292,690.40	29,387,016.56	27,247,088.22	32,664,231.70	36,714,849.47
Per mile operated—first main track	2,697.65	2,480.42	2,501.80	2,605.99	2,773.33	2,368.64	2,193.70	2,597.74	2,924.18
Per mile operated—all main tracks	2,139.70	1,948.75	1,944.87	2,017.90	2,100.27	1,760.46	1,625.58	1,913.96	2,101.03
Per mile operated—all tracks	1,517.08	1,362.06	1,352.22	1,390.19	1,442.79	1,202.41	1,101.92	1,294.56	1,423.18
Ratio to total operating revenue	17.29	16.79	15.61	14.80	14.67	13.43	12.30	12.82	14.06
Ratio of total operating expenses	24.33	21.84	21.39	20.72	19.82	18.75	17.88	18.89	19.26
Maintenance of equipment	26,050,726.89	30,244,662.44	32,440,905.62	35,852,802.83	38,774,329.68	30,896,551.58	35,086,554.40	38,619,580.79	41,743,384.61
Ratio to total operating revenue	14.04	15.06	16.65	16.51	16.59	14.12	15.83	15.15	15.98
Ratio to total operating expenses	19.75	21.85	22.81	23.11	22.40	19.72	23.03	22.33	21.90
Traffic expenses									
Ratio to total operating revenues[1]									
Ratio to total operating expenses									
Transportation expenses	69,934,416.29	74,304,977.18	74,893,327.00	82,022,397.03	94,673,927.72	91,830,887.84	85,378,282.77	96,490,092.21	105,986,770.18
Ratio to total operating revenue	37.69	39.46	38.44	37.77	40.50	41.96	38.54	37.86	40.58
Ratio to total operating expenses	53.02	53.67	52.66	52.87	54.71	58.60	56.04	55.78	55.60
General expenses	3,825,575.49	4,154,788.59	4,459,437.83	5,114,281.02	5,320,459.05	4,595,267.64	4,652,842.96	5,193,912.88	6,170,126.47
Ratio to total operating revenue	2.06	2.21	2.29	2.36	2.28	2.10	2.10	2.04	2.36
Ratio to total operating expenses	2.90	3.00	3.14	3.30	3.07	2.93	3.05	3.00	3.24
Outside operations						4,905,074.03	5,269,248.26	6,409,682.12	6,707,186.69

Total operating expenses	131,908,112.64	138,439,824.03	142,208,663.24	155,136,041.46	173,061,406.85	156,709,723.62	152,364,768.35	172,967,817.58	190,615,130.73
Ratio to total operating revenue	71.08	73.52	72.99	71.44	74.04	71.61	68.77	67.87	72.98
Ratio to total operating expenses	....	....	....	....	....	....	....	....	....
C—TAXES:									
Per mile owned—first main track	588.67	622.00	640.62	712.04	711.61	663.10	789.53	805.54	885.69
Per mile owned—all main tracks	466.15	487.31	495.11	548.39	536.51	491.04	582.61	589.82	631.56
Per mile owned—all tracks	327.91	337.53	341.07	373.60	364.77	331.64	390.37	393.74	422.73
Ratio to total operating revenue	3.67	3.83	3.85	3.88	3.62	3.62	4.25	3.79	4.06
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:[2]									
Steam locomotives	8,352,794.51	8,889,051.04	8,869,216.68	9,632,858.79	11,025,573.20	9,561,604.17	9,518,731.55	11,459,441.43	12,258,837.85
Cost per 100 pounds tractive power	11.47	11.78	10.57	9.81	9.39	7.52	7.20	8.17	8.08
Average cost per locomotive	2,528.09	2,645.29	2,540.11	2,542.77	2,577.07	2,186.84	2,105.60	2,466.16	2,561.04
Passenger-train cars	2,766,500.76	2,616,288.87	2,294,094.83	2,958,119.76	3,407,454.21	2,792,726.24	2,583,779.39	3,224,924.05	3,203,380.72
Average cost per passenger car	829.78	765.67	665.73	841.27	920.68	715.53	658.29	811.71	780.74
Freight-train cars	7,282,038.03	9,835,623.59	10,724,963.90	12,415,139.19	12,434,963.05	10,487,509.06	14,985,064.99	14,726,961.19	16,162,480.59
Average cost per freight car	60.73	81.45	86.95	90.67	84.89	67.13	99.14	90.22	94.53
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):[2]									
Steam locomotives	Not separable first five years.					9,376,308.54	8,695,820.51	10,118,918.77	10,965,772.50
Cost per 100 pounds tractive power						7.37	6.58	7.21	7.22
Average cost per locomotive						2,144.46	1,923.57	2,177.67	2,290.90
Passenger-train car						2,722,526.35	2,452,494.48	2,855,110.85	2,982,018.01
Average cost per passenger car						697.55	624.84	718.63	726.79
Freight-train cars						9,916,801.13	12,478,376.25	12,256,255.04	13,821,297.63
Average cost per freight car						63.48	82.55	75.08	80.84
F—STATISTICS:									
Number of passengers carried 1 mile	2,471,102,416	2,552,475,104	2,675,380,681	2,831,506,904	3,079,732,363	3,093,669,479	3,115,567,605	3,434,129,404	3,561,235,232
Average rate per passenger per mile....cents	1.882	1.874	1.826	1.846	1.835	1.821	1.826	1.822	18.58
Number of tons of revenue freight carried 1 mile	20,723,729,613	20,275,596,210	21,725,860,852	24,930,121,719	26,596,413,931	24,276,976,202	24,563,859,964	28,823,135,107	28,832,168,458
Average rate per ton per mile....cents	0.611	0.625	0.604	0.594	0.602	0.601	0.601	0.604	0.609
Average revenue tons per car per mile	11.654	11.565	11.958	12.470	13.151	12.247	11.955	12.942	12.554
Average revenue tons per train per mile	400.672	396.918	418.801	453.699	434.986	465.590	443.024	469.085	466.162

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[1] Included with transportation expenses, not separable first five years.

[2] Figures in D and E include expenses of New York Central & Hudson River., Lake Shore & Michigan Southern, Michigan Central, and Cleveland, Cincinnati, Chicago & St. Louis only. No depreciation accounts kept up to 1913.

WISHART EXHIBIT No. 1—Continued.

New York Central lines—Continued.

[D denotes decrease, deficit, or debit.]

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908–1912 compared with 1903–1907	10-year average.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910	Increase or decrease, 1913 compared with 1910
	1912	1913	1903–1907	1908–1912					
A—REVENUES:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	183,212,656.00	208,374,450.47	138,519,845.81	165,318,931.80	19.35	151,919,388.81	20.60	5.19	19.64
Passenger revenue	67,701,682.00	72,112,335.45	50,394,282.88	61,935,195.00	22.90	56,164,738.94	20.54	8.20	15.25
Mail revenue	6,080,174.00	5,942,996.56	6,356,931.16	6,201,981.00	D 2.44	6,279,456.08	D 3.28	D 0.76	D 2.99
Express revenue	9,130,855.00	10,231,174.14	5,571,153.55	8,324,498.60	49.42	6,947,826.07	31.42	7.88	20.88
Other transportation revenue	1,126,776.00	1,191,049.21	772,853.95	1,025,211.00	32.65	899,032.47	25.33	4.99	10.98
Revenue from operations other than transportation	3,367,200.74	3,774,339.03	2,305,374.62	2,598,217.73	12.70	2,451,796.18	37.34	37.11	53.69
Outside operations	7,297,189.49	8,466,178.25		6,078,067.28				16.65	35.33
Total operating revenue	270,619,343.74	301,626,344.86	203,920,441.97	245,404,035.13	20.34	224,662,238.55	20.46	6.19	18.35
Per mile operated—first main track	21,334.78	23,768.32	16,785.44	19,587.99	16.70	18,208.27	17.17	5.26	17.66
Per mile operated—all main tracks	15,306.70	16,965.77	13,045.87	14,321.78	9.78	13,713.11	11.62	2.50	13.61
Per mile operated—all tracks	10,309.69	11,308.92	9,073.50	9,703.95	6.95	9,407.30	9.59	2.07	11.96
B—EXPENSES:									
Maintenance of way and structures	33,513,296.03	39,171,549.75	31,736,808.71	31,905,296.40	0.53	31,821,052.55	5.32	2.60	19.92
Per mile operated—first main track	2,642.08	3,086.74	2,612.37	2,546.66	D 2.52	2,579.01	2.45	1.71	18.82
Per mile operated—all main tracks	1,895.57	2,203.31	2,030.37	1,861.99	D 8.29	1,942.32	D 2.41	D 0.96	15.12
Per mile operated—all tracks	1,276.74	1,468.66	1,412.14	1,261.62	D 10.66	1,332.46	D 4.18	D 1.38	13.45
Ratio to total operating revenue	12.38	12.99	15.56	13.00		14.16			
Ratio to total operating expenses	17.59	18.33	21.42	18.48		19.84			
Maintenance of equipment	44,723,499.21	53,420,736.58	32,672,685.49	38,213,914.12	16.96	35,443,299.81	28.16	15.81	38.33
Ratio to total operating revenue	16.53	17.71	16.02	15.57		15.78			
Ratio to total operating expenses	23.48	24.99	22.05	22.14		22.10			
Traffic expenses									
Ratio to total operating revenue									
Ratio to total operating expenses									
Transportation expenses	106,235,587.59	114,756,478.31	79,165,807.05	97,184,324.11	22.76	88,175,065.58	20.48	10.10	18.93
Ratio to total operating revenue	39.26	38.04	38.82	39.60		39.25			
Ratio to total operating expenses	55.77	53.68	53.44	56.30		54.97			
General expenses	6,024,966.01	6,422,161.53	4,575,506.39	5,327,428.19	16.43	4,951,465.79	21.68	16.00	23.65
Ratio to total operating revenue	2.22	2.13	2.25	2.17		2.20			
Ratio to total operating expenses	3.16	3.00	3.09	3.08		3.09			
Outside operations	7,082,390.50	7,926,580.59		6,064,816.32				9.72	23.65

Total operating expenses	190,497,348.84	213,770,926.17	148,150,809.64	172,630,957.82	16.52	160,390,883.73	18.77	10.13	23.50
Ratio to total operating revenue	70.39	70.87	72.65	70.34		71.39			
Ratio to total operating expenses									
C—Taxes:									
Per mile owned—first main track	997.38	1,060.63	655.52	828.62	26.41	743.04	34.23	28.82	31.67
Per mile owned—all main tracks	708.76	749.74	507.44	602.08	18.63	556.79	27.29	20.17	27.11
Per mile owned—all tracks	471.58	496.48	349.26	403.08	15.41	377.85	24.81	19.77	26.09
Ratio to total operating revenue	4.44	4.24	3.77	4.05	0.28	3.92	0.52	0.65	11.87
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	13,787,404.54	16,369,462.41	9,353,898.84	11,317,203.91	20.99	10,335,551.38	33.40	20,31	42.85
Cost per 100 pounds tractive power	8.87	9.98	10.44	8.00	D 23.37	8.95	D 0.90	8.57	22.15
Average cost per locomotive	2,851.58	3,301.63	3,566.93	2,443.27	D 4.82	2,497.72	14.17	15.63	33.88
Passenger-train cars	3,483,564.82	3,954,674.89	2,808,491.69	3,057,675.04	8.87	2,933,083.37	18.74	8.02	22.63
Average cost per passenger car	858.02	905.79	806.34	765.76	D 5.03	784.67	9.35	5.71	11.59
Freight-train cars	15,823,547.39	19,914,819.22	10,538,545.55	14,437,112.64	36.99	12,487,829.10	26.71	7.45	35.23
Average cost per freight car	91.30	106.10	81.39	88.58	8.83	75.40	6.91	1.20	17.60
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	11,258,649.34	13,240,964.39		10,083,093.93				11.26	30.85
Cost per 100 pounds tractive power	7.24	8.07		7.13				0.42	11.93
Average cost per locomotive	2,328.57	2,670.63		2,566.93				6.93	22.64
Passenger-train cars	2,925,854.63	3,178,033.34		2,808,491.69				2.48	11.31
Average cost per passenger car	720.65	727.91		698.12				0.28	1.29
Freight-train cars	11,398,059.76	14,882,624.32		11,974,157.96				D 7.00	21.43
Average cost per freight car	65.76	79.29		73.47				D 12.41	5.61
F—Statistics:									
Number of passengers carried 1 mile	3,602,955,205	3,790,834,522	2,722,039,494	3,361,511,385	23.49	3,041,775,439	18.45	4.92	10.39
Average rate per passenger per mile	1.879	1.902	1.851	1.842	D 0.49	1.846	1.79	3.13	4.39
Number of tons of revenue freight carried 1 mile	29,689,205,918	34,424,312,942	22,850,344,465	27,237,069,130	19.20	25,043,706,797	18.55	3.00	19.43
Average rate per ton per mile	0.617	0.605	0.606	0.607	0.17	0.607	1.65	2.15	0.17
Average revenue tons per car per mile	12.945	13.766	12.194	12.547	2.89	12.383	4.54	0.02	6.37
Average revenue tons per train per mile	485,479	536,922	428.382	460.462	7.49	445.250	9.04	3.49	14.46

Outline of testimony of W. C. Wishart.

[New York Central lines.]

ANALYSIS.

The New York Central lines since June 30, 1910, have added $159,000,000 to the property which they devote to public use. The gross operating revenues have increased $49,000,000, net operating income has increased $3,765,590, and other income has increased slightly, and yet the whole system had in the year just closed $3,284,730 less net corporate income than in 1910. The dividends declared in 1913 were over $4,000,000 less than in 1910, notwithstanding the increase of $49,000,000 in the gross operating revenue.

In other words, since June 30, 1910, there has been added to the property investment about $1,000,000 a week, while the net corporate income in 1913 was less by about $63,000 a week than in 1910, indicating that expansion of business has caused a net loss to the stockholders.

The road has been extended less than 60 miles, and only about $16,000,000 of the amount expended has gone into the Grand Central Terminal during these three years. The money has been spent for improvements and additional facilities required to render adequate public service. And the additional facilities have been necessary to enable the road to handle the enormous increase in traffic.

In the freight service alone this increase represents the addition of 67 tons (or 14 per cent) to the load of every train and the running of 24,711 more freight trains than in 1910. And yet there is left to show for this service $9,000 a day less than there was in 1910.

In the statement for the New York Central lines there are included the New York Central & Hudson River Railroad Co.; the Michigan Central; the Lake Shore; the Pittsburgh & Lake Erie; the Big Four; the New York, Chicago & St. Louis; the Lake Erie & Western; the Chicago, Indiana & Southern; and the Toledo & Ohio Central; and other operating companies, together with their leased and operated lines. A full list of the corporations included in the system statement is submitted with this.

For the purpose of eliminating duplications the figures for the corporations in the system have been combined so as to exclude all intercorporate holdings of stocks or bonds. Trackage rights between roads within the system have been eliminated in the mileage statistics. Where operating companies have come into the system during the period, figures have been taken for these companies as reported to the Interstate Commerce Commission prior to their acquisition. Where it was not possible to secure exact data for all the years of the period, the statement is made on the basis of the earliest obtainable information. Two Canadian roads, the Ottawa & New York and the Toronto, Hamilton & Buffalo, whose reports were not available, are not included. Several terminal companies in which one or more of the system companies have part interest through ownership of stock, but which are operated independently, are not included. The Grand Central Terminal and other terminals owned are included.

This consolidated statement brings out some significant facts. The first is the low average rate of return which the whole system is able to earn upon the investment in road and equipment. The highest rate for any year of the 11 reported was that of 1910, when the rate was only 5.89 per cent. The average for the first 10 years was 5.07 per cent, and for 1913 the rate was only 5.47 per cent.

This rate of return is based upon a property investment that will compare favorably with any other road of the same class in the United States. At the close of the period covered this investment, which includes the cost of equipment, reached a total of $52,142 per mile of all tracks, or $78,740 per mile of all main tracks. These lines serve 22 of the 50 cities in the United States having a population of 100,000 or more. Located as they are in the most densely populated section of the country, it follows that the enlargement of its terminals and other track facilities, which is constantly in process, involves relatively high costs.

Another significant fact is the growth in traffic. While the average revenue per ton-mile and per passenger-mile has remained at practically the same level, passenger-miles have increased 53 per cent and ton-miles 66 per cent. To take care of this growth in traffic it has been necessary to increase the investment 52 per cent. This indicates a greater utilization of capital, but capital costs a great deal more than it did in the first years of the period.

The year 1913 shows a large increase in operating revenues, 18.76 per cent, over 1910, but operating expenses increased 23.59 per cent and taxes 32.28 per cent, leaving the operating income only 4.91 per cent greater than it was in 1910. This latter increase was more than absorbed by the larger expenditures, classed as "other deductions," from income and by higher fixed charges, so that the net corporate income was 7.52 per cent less than in 1910. During 1913 the New York Central lines increased their earnings from operations by nearly $49,000,000 over 1910, but after paying out necessary expenses they had less corporate income than in 1910 by $3,284,730.

Instead of the added revenue since 1910 being sufficient to meet the increased expenses, the system in 1912 sustained a loss of 5.14 per cent in operating income and of 5.59 per cent in net operating income. The figures for 1911 were even lower than those for 1912. The net corporate income was 29 per cent less in 1912 than in 1910, while amount of dividends decreased 8.79 per cent.

The year 1913 shows some improvement in respect of operating income and net operating income, both having increased over 1910 by a small percentage; but as has just been pointed out, the increase in fixed charges more than offset the gain in these items.

TAXES.

Taxes have grown at a rate greater than either revenues or operating expenses. In 1913 they absorbed 14.4 per cent of the net operating revenues. In that year taxes required an amount equal to 64.5 per cent of the total dividend disbursements.

NET CORPORATE INCOME.

If we take the total sum of income available for payment of interest and dividends and refer it to the total amount of capital obligations outstanding, we find that the percentage of income to obligations was in 1903, 5.39 per cent; in 1910, 6.29 per cent; and in 1913, 5.95 per cent; and but 5.35 per cent for the 10-year average. Out of this must come not merely the interest and dividends paid, but also the surplus or margin necessary to furnish reasonable security for the continuance of these payments.

The net corporate income shows an average ratio to capital stock outstanding for the 10 years of 8.68 per cent. In 1903 it was 7.9 per cent, in 1910, 11.59 per cent, and in 1913, 11.08 per cent. This apparently high ratio is due entirely to the small proportion borne by capital stock to total capital obligations. This proportion of stock to total capital obligations has fallen from 34.69 per cent in 1903 to 27.71 per cent in 1913, mainly by reason of elimination of stocks acquired. The average dividends paid on capital stock were 5.2 per cent in 1903, 6.35 per cent in 1910, 5.44 per cent in 1913, and an average of 5.54 per cent for the 10 years.

In the 10 years to 1913 the increase in accumulated surplus was, in round figures, $30,000,000, not enough to maintain the ratio of 6.8 per cent that the surplus had to total capital obligations outstanding in 1903, the ratio in 1913 being 6.6 per cent.

CAPITAL OBLIGATIONS AND INVESTMENT.

The capital obligations during the 10 years, 1903–1913, have increased 57.68 per cent, while the property investment has increased 52.13 per cent. That the investment per mile of all tracks owned has increased 22.58 per cent is attributable largely to the demands for terminals, electrification of urban lines, rails, bridges, signals, rolling stock, and other improvements which increase the cost per mile.

The capital obligations outstanding should be compared with the property investment account with due consideration to other investments which are not represented in the statement.

The consolidated balance sheet for 1912 shows investments other than those in subsidiary companies, having a book value of $50,790,632. In addition to this, all of these companies necessarily carry working assets, including material and supplies, the net total value of which amounts to many millions. These facts indicate that the relation of the capital obligations outstanding to the property of the corporation, as shown on the statement, is conservative.

The cost of conducting railway operations tends to increase constantly. This is reflected in higher wages, higher prices, and higher interest. The following computation has been made from the reports of the New York Central & Hudson River Railroad showing the consumption of rails, the price of which has not risen within the 10 years, but has risen greatly since 1898.

Rails laid per mile of main track operated:

	Tons.
1903	6.46
1905	9.80
1907	9.80
1910	11.69
1912	12.49

The best type of passenger locomotives cost $20,770 in 1903; $25,050 in 1912.

Freight locomotives increased in cost from $19,243 to $27,350 each in the same time.

In 1903 passenger cars cost $10,860, and to-day $17,050. The new ones are steel, but carry no more passengers.

A box car cost $841 as against $872, and a coal car $779 as against $876.

In 1903 the New York Central & Hudson River Railroad was able to borrow money with which to make improvements at a rate of a little more than 3½ per cent per annum. To-day that road is paying nearly 5 per cent upon borrowed money. At this rate a new passenger car in 1903 required an annual outlay of about $400 for interest, whereas to-day the road must find nearly $850 a year for a car of the same capacity. Freight locomotives have increased 1.4 tons or 3 per cent in tractive power, but require an annual outlay of $1,367 for interest against $692 in 1903.

The 10-year statement shows the great increase in the plant and the traffic, the rise in expenses, taxes, and fixed charges, and that increased business brings no greater return. It does not reflect the problems immediately ahead of the management, such as finding revenues out of which to enlarge the plant to take care of the greater business and to provide facilities of the character that the public will require.

LIST OF CORPORATIONS INCLUDED IN NEW YORK CENTRAL LINES' STATEMENT.

Battle Creek & Sturgis Railway.
Bay City & Battle Creek Railway.
Beaver & Ellwood Railroad.
Beech Creek Railroad.
Beech Creek Extension Railroad.
Benton Harbor Extension.
Boston & Albany Railroad.
Buchanan & St. Joseph River Railroad.
Buffalo, Erie Basin Railroad.
Cairo, Vincennes & Chicago Railway.
Canada Southern Railway.
Canada Southern Bridge Co.
Carthage & Adirondack Railway.
Carthage, Watertown & Sacketts Harbor Railroad.
Central Trunk Railroad.
Cherry Tree & Dixonville Railroad (half).
Chester & Becket Railroad.
Chicago, Indiana & Southern Railroad.[1]
Chicago. Indianapolis & St. Louis Short Line Railway.
Chicago, Kalamazoo & Saginaw Railway.[1]
Chicago & State Line Railroad.
Cincinnati, La Fayette & Chicago Railroad.
Cincinnati Northern Railroad.[1]
Cincinnati, Sandusky & Cleveland Railroad.
Cincinnati & Southern Ohio River Railroad.
Cincinnati, Wabash & Michigan Railway.
Cincinnati & Springfield Railway.
Clearfield Southern Railroad.
Cleveland, Cincinnati, Chicago & St. Louis Railway.[1]
Cleveland Short Line Railway.
Columbus, Hope & Greensburg Railroad.
Columbus, Springfield & Cincinnati Railroad.
Cornwall Bridge Co.
Danville & Indiana Harbor Railroad.
Detroit & Charlevoix Railroad.[1]
Dayton & Union Railroad.[1]
Detroit Belt Line Railroad.
Detroit, Delray & Dearborn Railroad.
Detroit, Hillsdale & Southwestern Railroad.
Detroit Manufacturers' Railroad.
Detroit, Monroe & Toledo Railroad.
Detroit River Tunnel Co.
Detroit, Toledo & Milwaukee Railroad.
Dunkirk, Allegheny Valley & Pittsburgh Railroad.[1]
Detroit & Bay City Railroad.
Detroit & Chicago Railroad.
Dolgeville & Salisbury Railway.

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[1] Operating roads.

East Chicago Belt Railroad.
Elkhart & Western Railroad.
Ellwood Connecting Railroad.
Erie & Kalamazoo Railroad.
Evansville, Mount Carmel & Northern Railway.
Fairland, Franklin & Martinsville Railroad.
Fall Brook Railway.
Fort Wayne, Cincinnati & Louisville Railroad.
Fort Wayne & Jackson Railroad.
Franklin & Clearfield Railroad.
Fulton Chain Railway.[1]
Geneva, Corning & Southern Railroad.
Gouverneur & Oswegatchie Railroad.
Grand River Valley Railroad.
Harrison Branch Railroad.
Hudson River Bridge Co.
Indiana Harbor Belt Railroad.[1]
Indiana Harbor Railroad Co. of Illinois.
Indiana Harbor Railroad Co. of Indiana.
Indiana, Illinois & Iowa Railroad.
Jackson Coal Railroad.
Jackson, Lansing & Saginaw Railroad.
Jamestown, Franklin & Clearfield Railroad.
Jamestown & Franklin Railroad.
Jersey City & Bayonne Railroad.
Joliet & Northern Indiana Railroad.
Kalamazoo, Allegan & Grand Rapids Railroad.
Kalamazoo & South Haven Railroad.
Kalamazoo & White Pigeon Railroad.
Lake Erie, Alliance & Wheeling Railroad.[1]
Lake Erie & Pittsburgh Railway (half).[1]
Lake Erie & Western Railroad.[1]
Lake Shore & Michigan Southern Railway.[1]
Lansing Manufacturers' Railroad.
Lansing Transit Railway.
Little Falls & Dolgeville Railroad (to Apr. 13).[1]
Louisville & Jeffersonville Bridge Co.[1]
Mahoning Coal Railroad.
Mahoning & Shenango Valley Railway.
Mahoning State Line Railroad.
Mahopac Falls Railroad.
Michigan Air Line Railroad.
Michigan Central Railroad.[1]
Michigan, Midland & Canada Railroad.
Mohawk & Malone Railway.
Mount Gilead Short Line Railway.[1]
New Jersey Junction Railroad.
New Jersey Shore Line Railroad.[1]
New York Central & Hudson River Railroad.[1]
New York Central Niagara River Railroad.
New York, Chicago & St. Louis Railroad.[1]
New York & Fort Lee Railroad.
New York & Harlem Railroad.
New York & Ottawa Bridge Co.
New York & Ottawa Railway.
New York & Putnam Railroad.
Niagara Falls Branch Railroad.
North Brookfield Railroad.
Northern Central Michigan Railroad.
Northern Ohio Railway.
Oswego & Rome Railroad.
Peoria & Eastern Railway.[1]
Pine Creek Railway.
Pittsburgh, McKeesport & Youghiogheny Railroad.
Pittsburgh & Eastern Railroad.
Pittsburgh & Lake Erie Railroad.[1]
Pittsfield & North Adams Railroad.
Providence, Webster & Springfield Railroad.
Raquette Lake Railway.[1]
Rome, Watertown & Ogdensburg Railroad.
St. Clair & Western Railroad.
St. Joseph, South Bend & Southern Railroad.
St. Lawrence & Adirondack Railway.
Saline Valley Railway.
Shenango Valley Railroad.
Silver Creek & Dunkirk Railroad.
Springfield Union Depot.
Spuyten Duyvil & Port Morris Railroad.
State Line & Stony Point Railroad.
Stewart Railway.
Sturgis, Goshen & St. Louis Railway.
Swan Creek Railroad.
Syracuse, Geneva & Corning Railway.
Terminal Railroad.
Terminal Railway of Buffalo.[1]
Tivoli Hollow Railroad.
Toledo, Canada Southern & Detroit Railway.
Toledo & Ohio Central Railway.[1]
Tonawanda Island Bridge.
Troy & Greenbush Railroad Association.
Utica & Black River Railroad.
Vernon, Greensburg & Rushville Railroad.
Wallkill Valley Railroad.
Ware River Railroad.
West Shore Railroad.
White Water Railroad.
Youghiogheny Northern Railway.
Zanesville Terminal Railroad.
Zanesville & Western Railway.[1]

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[1] Operating roads.

The following corporations are not included in the statement. They are independently operated terminals and railroads in which the New York Central lines have an interest through ownership of a part of the stock:

Terminal companies:

1. Akron & Barberton Belt Railroad, Akron, Ohio.
2. Boston Terminal Co., Boston, Mass.
3. Central Union Depot Railway Co. of Cincinnati, Cincinnati, Ohio.
4. Dayton Union Railway Co., Dayton, Ohio.
5. Detroit Terminal Railroad Co., Detroit, Mich.
6. Indianapolis Union Railway Co., Indianapolis, Ind.
7. Muncie Belt Railway Co., Muncie, Ind.
8. Terminal Railway Association of St. Louis, St. Louis, Mo.
9. Toledo Terminal Railroad Co., Toledo, Ohio.
10. Troy Union Railroad Co., Troy, N. Y.
11. Union Depot Co., Columbus, Ohio.

Railroad companies:

1. Calumet Western Railway.
2. Central Dock & Terminal Railway Co.
3. Central Indiana Railway Co.
4. Kankakee & Michigan Railway Co.
5. Kankakee & Seneca Railway Co.
6. Missouri & Illinois Bridge Belt Railroad Co.
7. Monongahela Railroad Co.
8. Ottawa & New York Railway Co.
9. Peoria & Pekin Union Railway Co.
10. Pittsburgh, Chartiers & Youghiogheny Railway Co.
11. Queenstown Suspension Bridge Co.
12. Rutland Railroad Co.
13. Toronto, Hamilton & Buffalo Railway Co.

BALTIMORE & OHIO EXHIBIT No. 1.

The Baltimore & Ohio system statements.

Lines included.—The properties covered by the accompanying statements are those owned, operated, and controlled by the Baltimore & Ohio Railroad Co. (with the exception of the Baltimore & Ohio Chicago Terminal Railroad Co.) and are given in detail, together with indication as to method of reporting to the commission in the period 1903 to 1913, in attached memorandum.

The following corporations, principally terminal companies, which this company owned jointly with others, are not included: Akron & Barberton Belt Railroad Co., Kentucky & Indiana Terminal Railroad Co., Missouri & Illinois Bridge & Belt Railroad Co., Tylerdale Connecting Railroad Co., Washington Terminal Co.

Method of Compilation.—Lines now making separate reports to the commission are included on the basis of the property investment account so reported.

Lines formerly making separate reports and now embodied in Baltimore & Ohio system report are included, for the period when separate reports were made, at the cost of their bonds and stocks acquired, and construction advances, plus par value of bonds in hands of the public. Excepting the Valley Railroad of Virginia, the entire amount of stock outstanding of subsidiary companies is less than 2 per cent of total capital stock of such companies.

All intercorporate system ownership and dividends on stock and interest on funded debt paid and received for such intercorporate holdings have been eliminated. The capital obligations shown are therefore those outstanding after such elimination.

Property investment includes all items representing property of the company used for the benefit of the public, the income and expense attached to which is covered in its operating income account.

Adjustments have been made as noted on statement in the operating and income account for purpose of proper comparison.

The principal comparisons are as between the fiscal year ended June 30, 1913, 10-year average of period to June 30, 1912, and year 1903 and year 1910.

The following facts are significant:

[D denotes decrease, deficit, or debit.]

	10-year average.	1903	1910	1913	Per cent of increase 1903 over—		
					10-year average.	1903	1910
1. Return on property investment.[1]—The return of operating income on total property investment shows a steady decline as follows:							
Property investment	$454,324,988	$407,161,578	$466,915,057	$523,549,059	15.24	28.59	12.13
Net operating income	23,697,345	24,473,426	24,305,196	23,644,405	D .22	D 3.39	D 2.72
Per cent on property investment	5.22	6.01	5.21	4.52	D 13.41	D 24.79	D 13.24

[1]

Increase in property investment 1913 over 1903	$116,387,481	Increase in property investment 1913 over 1910	$56,634,002
Decrease in operating income 1913 over 1903	$829,021	Decrease in operating income 1913 over 1910	$660,791
Per cent decrease	0.71	Per cent decrease	1.17

These figures indicate that the company not only received no return on addditional investment, but the decrease in income was equal to 0.71 per cent for the first period and 1.17 per cent for the second period on investment made.

There has been a decline of $660,791, or 2.72 per cent, in net operating income and a decline of $2,802,923, or 17.13 per cent, in net corporate income between 1910 and 1913, notwithstanding an increase of $13,341,491, or 14.58 per cent, in operating revenue and an increase of $56,634,002, or 12.13 per cent, on property investment.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio system statements—Continued.

[D denotes decrease, deficit, or debit.]

	10-year average.	1903	1910	1913	Per cent of increase 1903 over—		
					10-year average.	1903	1910
2. Return on capital obligations.—There is a corresponding decline in the percentage of net corporate income (plus interest on funded debt) to total capital obligations and of net corporate income on capital stock, with a corresponding decline in the margin of safety, after payment of interest and dividends, as follows:							
Return net corporate income (plus interest on funded debt) on total capital obligations—							
Total capital obligations	$485,205,574	$434,531,434	$527,617,644	$570,212,388	17.52	31.22	8.01
Net corporate income (plus interest)	25,395,517	24,791,328	27,149,106	27,422,466	7.98	10.61	1.00
Per cent on total capital obligations	5.23	5.71	5.15	4.81	D 8.03	D 15.76	D 6.67
Return net corporate income on capital stock:							
Total stock	$204,515,125	$190,268,861	$212,204,567	$211,317,307	3.33	11.06	D .42
Net corporate income	14,786,106	15,042,932	16,360,178	13,557,255	D 8.31	D 9.88	D 17.13
Per cent net corporate income on stock	7.23	7.91	7.71	6.42	D 11.20	D 18.84	D 16.73
3. Dividends declared:							
Amount	$10,109,333	$7,349,378	$11,474,214	$11,475,869	13.52	56.15	.01
Per cent on total stock	4.94	3.86	5.41	5.43	9.92	40.67	.37
Interest and dividends	20,718 744	17,097,774	22,263,142	25,341,080	22.31	48.21	13.83
Per cent on total capital obligations	4.27	3.93	4.22	4.44	3.98	12.98	5.21
4. Margin after payment of charges and dividends bears following relations:							
Margin	$4,676,773	$7,693,554	$4,885,964	$2,081,386	D 55.50	D 72.95	D 57.40
Per cent on total obligations	.96	1.77	.92	.36	D 62.50	D 79.66	D 60.87
Per cent of total operating revenue	5.68	11.14	5.34	1.99	D 64.96	D 82.14	D 62.73
Per cent of income from all sources	5.47	10.88	5.10	1.89	D 65.45	D 82.65	D 62.94
5. Ratio of stock and bonds to total capitalizations:							
Stock	$204,515,125	$190,268,861	$212,204,567	$211,317,307	3.33	11.06	D .42
Per cent	42.15	43.79	40.22	37.06	D 12.08	D 15.37	D 7.86
Bonds	280,690,450	244,262,573	315,413,077	358,895,081	27.86	46.93	13.79
Per cent	57.85	56.21	59.78	62.94	8.79	11.97	5.29
6. Operating results:							
Operating revenue	$82,389,978	$68,986,452	$91,482,685	$104,824,176	27.23	51.95	14.58
Operating expenses	56,283,413	42,310,618	64,111,286	77,399,644	37.52	82.93	20.73
Net operating revenue	26,106,565	26,675,834	27,371,399	27,424,532	5.05	2.81	.19
Operating ratio	68.31	61.33	70.08	73.84	8.10	20.40	5.37
Tax accruals	2,081,090	1,389,723	2,525,464	3,179,882	52.80	128.81	25.91
Operating income	24,025,475	25,286,111	24,845,935	24,244,650	.91	D 4.12	D 2.42
Less hire of equipment and rents	328,130	812,685	540,739	600,245	82.93	D 26.14	11.00
Net operating income	23,697,345	24,473,426	24,305,196	23,644,405	D .22	D 3.39	D 2.72

Property investment	454,224,988	407,161,578	466,915,057	523,549,050	15.24	28.59	2.13 1
Net operating income per cent on property investment	5.22	6.01	5.21	4.52	D 13.41	D 24.79	D 13.24
Maintenance of way and structures, and maintenance of equipment	23,612,200	15,684,201	28,686,519	33,005,598	39.78	110.44	15.06
Other operating expenses	32,671,213	26,626,417	35,424,767	44,394,046	35.88	66.73	25.32
Ratio of total maintenance expenses to revenue	28.65	22.74	31.36	31.48	9.88	38.43	.38
7. Property investment per mile:							
Per mile owned—first main track	$103,156	$93,169	$106,623	$113,920	15.28	27.64	11.53
Per mile owned—all track	55,815	54,043	56,288	59,673	6.91	10.42	6.01
8. With the increase in capital obligations and property investment, as indicated, there will be noted the following changes in facilities for transportation:							
Miles of first main track	4,473.52	4,420.52	4,457.91	4,479.87	.14	1.34	.49
Miles of all track	8,270.71	7,603.81	8,486.69	8,964.49	8.39	17.89	5.62
Total tractive power of locomotives pounds	60,473,186	47,711,367	65,135,115	79,541,030	31.53	66.71	22.12
Total capacity of freight cars tons	3,018,329	2,885,815	3,149,877	3,755,203	24.41	30.13	19.22
9. The measure of service has increased as per the following:							
Tons carried 1 mile	10,854,778,203	9,218,512,230	12,045,289,481	14,340,079,382	32.11	55.56	19.05
Passengers carried 1 mile	769,389,057	682,977,276	802,106,711	852,671,479	10.82	24.85	6.30
Total passenger and freight units 1 mile	11,624,167,260	9,901,489,506	12,847,396,192	15,192,750,852	30.70	53.44	18.26
10. The return received from the freight and passenger business compares as follows:							
Total freight revenue	$63,028,792	$52,051,396	$70,650,017	$81,764,481	29.73	57.08	15.73
Average revenue per ton per mile cents	.581	.565	.587	.570	D 1.89	D .88	D 2.90
Total passenger revenue	$14,655,672	$13,420,979	$14,958,222	$16,064,107	9.61	19.69	7.39
Average revenue per passenger per mile cents	1.905	1.965	1.865	1.884	D 1.10	D 4.12	1.01
Total operating revenues	$82,389,978	$68,986,452	$91,482,685	$104,824,176	27.23	51.95	14.58
11. Some of the increased operating costs are reflected below:							
Ratio of expenses (excluding taxes) to revenue	68.31	61.33	70.08	73.84	8.10	20.40	5.37
Ratio of expenses (including taxes) to revenue	70.84	63.33	72.84	76.87	8.51	21.34	5.53
Total taxes	$2,081,090	$1,389,723	$2,525,464	$3,179,882	52.80	128.81	25.91
Taxes per cent of total operating revenue	2.52	2.01	2.76	3.03	20.24	50.75	9.78
Taxes per cent of net operating revenue	7.97	5.21	9.23	11.60	45.55	122.65	28.68
Taxes per cent of total income	2.43	1.97	2.64	2.89	18.93	46.70	9.47
12. Other transportation statistics are given below:							
Average number of tons of revenue freight per train-mile	435.23	420.10	441.94	618.92	42.21	47.33	40.05
Average number of tons of revenue freight per car-mile	14.66	14.55	15.08	16.71	13.98	14.85	10.81
Average number of tons of revenue freight per loaded car-mile	22.41	21.42	22.89	25.40	13.34	18.58	10.97
Average daily mileage of freight cars	26.77	21.00	29.60	26.20	D 2.13	24.76	D 11.49

Memorandum.—The following roads are included in the statements for the Baltimore & Ohio system (last annual report to Interstate Commerce Commission for 1909): Valley Railroad of Virginia; Cleveland Terminal & Valley R. R.; Cleveland, Lorain & Wheeling Ry.; Ohio & Little Kanawha R. R.; Ravenswood, Spencer & Glenville Ry.; Ripley & Mill Creek Valley R. R. (report for 1903); Staten Island Rapid Transit Ry. Co.; Staten Island Ry. Co.

BALTIMORE & OHIO EXHIBIT—Continued.

The Baltimore & Ohio system.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease, deficit, or debit.]

[Page 5.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910.	1911
A—MILEAGE:									
1. Owned—miles of first main track	4,370.12	4,391.77	4,431.21	4,434.81	4,416.71	4,413.92	4,425.10	4,379.13	4,378.50
2. Owned—miles of all main tracks	5,455.45	5,521.72	5,616.71	5,666.42	5,681.61	5,730.68	5,684.60	5,626.12	5,700.47
3. Owned—miles of all tracks	7,534.00	7,747.32	7,933.58	8,065.81	8,133.31	8,286.24	8,292.28	8,295.06	8,460.33
4. Operated—miles of first main track	4,420.52	4,465.87	4,505.28	4,509.23	4,485.62	4,471.47	4,483.42	4,457.91	4,457.28
5. Operated—miles of all main tracks	5,524.39	5,624.00	5,720.23	5,769.02	5,795.18	5,816.18	5,806.91	5,796.15	5,870.50
6. Operated—miles of all tracks	7,603.81	7,853.90	8,040.43	8,173.04	8,261.58	8,376.37	8,419.23	8,486.69	8,652.22
B—TOTAL CAPITAL OBLIGATIONS	434,531,434	449,776,681	455,600,630	455,344,403	471,401,462	484,510,362	488,092,663	527,617,644	537,627,975
Per mile owned—first main track	99,432	102,414	102,816	102,675	106,731	109,769	110,301	120,485	122,788
Per mile owned—all main tracks	79,651	81,456	81,115	80,358	82,970	84,547	85,862	93,780	94,313
Per mile owned—all tracks	57,676	58,056	57,427	56,454	57,959	58,472	58,861	63,606	63,547
Capital stock	190,268,861	189,904,601	189,410,533	199,005,884	215,613,162	212,627,612	212,533,079	212,204,567	212,203,719
Increase over previous year	46,698,236	D 364,260	D 494,068	9,595,351	16,607,278	D 2,985,550	D 94,533	D 328,512	D .848
Funded debt, including notes issued for capital obligations	244,262,573	259,872,080	266,190,097	256,338,519	255,788,300	271,882,750	275,559,584	315,413,077	325,424,256
Increase over previous year	D 8,756,928	15,609,507	6,318,017	D 9,851,578	D 550,219	16,094,450	3,676,834	39,853,493	10,011,179
Ratio of capital stock to total capital obligations, per cent	43.79	42.02	41.57	43.70	45.74	43.89	43.54	40.22	39.47
C—PROPERTY INVESTMENT [1]	407;161,578	418,599,956	424,000,611	447,135,397	456,137,792	460,799,762	461,619,987	466,915,057	492,707,361
Per mile owned—first main track	93,169	95,315	95,685	100,824	103,275	104,397	104,319	106,623	112,529
Per mile owned—all main tracks	74,634	75,810	75,489	78,910	80,283	80,409	81,205	82,991	86,433
Per mile owned—all tracks	54,043	54,032	53,444	55,436	56,083	55,610	55,669	56,288	58,237
Additions to property investment account	20,223,827	11,438,378	5,400,655	23,134,786	9,002,395	4,661,970	820,225	5,295,070	25,792,304
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	68,986,452	70,249,345	73,438,060	83,550,819	89,774,999	80,621,555	78,868,282	91,482,685	91,409,817
Total operating expenses, including outside operations	42,310,618	47,046,526	48,470,488	54,066,758	60,248,073	59,331,908	53,735,673	64,111,286	65,737,426
Net operating revenue, including outside operations	26,675,834	23,202,819	24,967,272	29,484,061	29,526,926	21,289,647	25,132,609	27,371,399	25,672,391
Tax accruals	1,389,723	1,470,812	1,545,192	1,627,123	1,974,102	2,250,608	2,322,476	2,525,464	2,656,750
Operating income	25,286,111	21,732,007	23,422,080	27,856,938	27,552,824	19,039,039	22,810,133	24,845,935	23,015,641
Other income relating to operation									
Hire of equipment—Cr	....	14,868	45,200	....	337,087	236,209	....	....	....
Joint facilities—Cr	....	....	....	....	....	479,740	460,038	495,521	517,455
Miscellaneous rents—Cr	182,301	218,019	272,451	298,222	297,110	376,027	472,417	466,974	478,540
Total	25,468,412	21,964,894	23,739,731	28,155,160	28,187,021	20,131,015	23,742,588	25,808,430	24,011,636

Deductions from income relating to operation	....	....	....	....	....	....	....	....	....
Hire of equipment—Dr.	346,934	21,205	15,791	55,552	32,212	36,896	225,873	464,455	802,171
Joint facilities—Dr.	640,655	630,838	608,432	242,884	257,411	804,545	710,846	853,377	835,461
Miscellaneous rents—Dr.	7,397	5,495	37,128	45,388	43,311	119,349	157,243	185,402	205,272
Total	994,986	677,536	661,351	343,824	332,934	960,790	1,093,962	1,503,234	1,842,904
Net operating income	24,473,426	21,287,368	23,078,380	27,811,336	27,854,087	19,170,225	22,648,626	24,305,196	22,168,732
Per cent on property investment	6.01	5.09	5.44	6.22	6.11	4.16	4.91	5.21	4.50
Other income	1,484,782	1,649,276	2,370,669	2,659,097	2,413,298	2,088,728	2,203,745	3,086,920	3,729,130
Total income	25,958,208	22,936,634	25,449,049	30,470,433	30,267,385	21,258,953	24,852,371	27,392,116	25,897,862
Other deductions	....	....	....	....	....	....	....	....	....
Lease of roads	....	....	....	....	....	....	....	....	....
Interest deductions	9,748,396	9,624,615	9,985,505	10,022,522	9,975,243	9,966,772	10,303,132	10,788,928	12,584,251
Miscellaneous other deductions	1,166,880	427,656	1,165,935	1,803,298	1,652,307	450,099	460,527	243,010	353,442
Total	10,915,276	10,052,271	11,151,440	11,825,820	11,627,550	10,416,871	10,763,659	11,031,938	12,937,693
Net corporate income for the year	15,042,932	12,884,363	14,297,609	18,644,613	18,639,835	10,842,082	14,088,712	16,360,178	12,960,169
Per cent on capital stock outstanding	7.91	6.78	7.55	9.37	8.65	5.10	6.63	7.71	6.11
Per cent of net corporate income (plus interest on funded debt) on total capital obligations	5.71	5,00	5.33	6.30	6.07	4.29	5.00	5.15	4.75
E—Profit and loss account:									
Accumulated surplus brought forward from preceding year 2,774,580	2,774,580	6,897,264	9,197,605	11,836,276	18,565,294	22,355,051	20,619,282	21,687,984	26,905,755
Net corporate income for the year	15,042,932	12,884,363	14,297,609	18,644,613	18,639,836	10,842,082	14,088,712	16,360,178	12,960,169
Miscellaneous profit and loss items—net	D 70,870	D 1,186,175	D 1,167,288	494,953	361,070	D 576,089	D 841,055	898,789	[3] 11,326,762
Total surplus	17,746,642	18,595,452	22,327,926	30,974,842	37,566,199	32,621,044	33.866,939	38,946,951	51,192,686
Dividends declared	7,349,378	7,397,847	7,992,311	9,332,399	11,566,819	11,554,573	11,473,511	11,474,214	11,476,145
Per cent on capital stock outstanding	3.86	3.90	4.22	4.69	5.36	5.43	5.40	5.41	5.41
Additions, betterments, and permanent improvements appropriations [4]	3,500,000	2,000,000	2,500,339	3,077,149	3,010,050	* 310,717	* 551,943	* 415,761	....
Additions, betterments, and permanent improvements accumulations 7,148,329	....	....	....	....	....	....	....	....	....
Sinking and special reserve funds appropriations	....	....	....	....	* 634,279	* 136,472	* 153,501	* 151,221	* 96,627
Total surplus appropriated	10,849,378	9,397,847	10,492,650	12,409,548	15,211,148	12,001,762	12,178,955	12,041,196	11,572,772
Unappropriated surplus carried over to the following year	6,897,264	9,197,605	11,836,276	18,565,294	22,365,051	20,619,282	21,687,984	26,905,755	39,619,914

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

[3] Includes additions to property through income prior to June 30, 1907.. $11,823,333.48

[4] Accumulated charges to additions and betterments to June 30, 1902		7,148,329.26
Accumulated charges to additions and betterments, July 1, 1902, to June 30, 1907		14,000,000.00
		21,148,329.26
Less credit to equipment, account revaluation, 1910	$8,516,160.00	
Less credit, account Pier 8, Locust Point, collapsed	58,836.78	
Less credit, account abandoned tracks, P. C. & T. R. R.	750,000.00	
		9,324,995.78
		11,823,333.48

Accumulated surplus appropriated from profit and loss.

Total surplus accumulated June 30, 1902, $9,922,909.

Unappropriated surplus carried over to 1914	$38,693,966
Items marked thus (*)	2,781,713
Total surplus June 30, 1913	41,475,679
Surplus accumulated to 1903	9,922,909
Surplus accumulated 1903-1913, inclusive	31,552,770
Average per annum	2,868,434

Insurance has been included in general expenses for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned, Cr.," and "Equipment borrowed, Dr.," have been adjusted through expenses and income, year 1908.

November 20, 1913.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio system—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS.)

[Page 6.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue [1]	$52,051,395.61	$52,693,451.40	$55,304,959.12	$65,034,460.75	$70,854,009.36	$61,415,067.29	$59,311,911.28	$70,650,017.48	$69,032,794.81
Passenger revenue	13,420,978.81	14,007,469.44	14,682,266.64	14,635,879.98	15,138,711.53	14,777,361.95	13,983,625.40	14,958,222.02	15,695,839.00
Mail revenue	1,398,915.63	1,434,639.41	1,443,531.79	1,454,922.30	1,453,816.60	1,261,904.07	1,257,968.58	1,178,720.96	1,170,791.05
Express revenue	1,241,653.23	1,323,355.49	1,291,358.02	1,589,968.42	1,512,055.95	1,507,805.62	1,533,967.39	1,723,456.97	1,788,446.92
Other transportation revenue	409,913.39	384,387.59	390,132.51	409,351.56	499,905.88	561,259.28	517,407.13	546,097.81	580,083.57
Revenue from operations other than transportation	463,595.22	406,041.96	325,812.30	426,235.66	316,499.29	1,098,156.40	2,263,402.11	2,426,169.92	3,141,861.27
Total operating revenue	68,986,451.89	70,249,345.29	73,438,060.38	83,550,818.67	89,774,998.61	80,621,554.61	78,868,281.89	91,482,685.16	91,409,816.62
Per mile operated—first main track	15,605.96	15,730.27	16,300.44	18,528.84	20,013.96	18,030.21	17,591.10	20,521.42	20,507.98
Per mile operated—all main tracks	12,487.61	12,490.90	12,838.31	14,482.67	15,491.32	13,861.60	13,581.79	15,783.35	15,571.04
Per mile operated—all tracks	9,072.62	8,944.52	9,133.60	10,222.73	10,866.57	9,624.88	9,367.63	10,779.54	10,564.89
B—EXPENSES:									
Maintenance of way and structures	6,813,746.30	7,631,731.64	8,849,663.73	10,512,775.06	11,619,271.01	11,564,320.34	10,091,771.38	12,192,069.18	10,784,313.87
Per mile operated—first main track	1,541.39	1,708.90	1,964.29	2,331.39	2,590.34	2,586.25	2,250.91	2,757.13	2,441.69
Per mile operated—all main tracks	1,233.39	1,356.98	1,547.08	1,822.28	2,004.99	1,988.30	1,737.89	2,103.48	1,837.03
Per mile operated—all tracks	896.10	971.71	1,100.65	1,286.27	1,406.42	1,380.59	1,198.66	1,436.61	1,246.42
Ratio to total operating revenue	9.88	10.86	12.05	12.58	12.94	14.35	12.80	13.33	11.80
Ratio to total operating expenses	16.10	16.22	18.26	19.44	19.29	19.49	18.78	19.02	16.41
Maintenance of equipment	8,870,455.34	11,124,256.75	11,608,791.10	13,245,118.85	14,255,355.74	13,917,601.34	11,925,055.98	16,494,450.40	15,999,867.52
Ratio to total operating revenue	12.86	15.84	15.81	15.86	15.88	17.26	15.12	18.03	17.50
Ratio to total operating expenses	20.97	23.65	23.95	24.50	23.66	23.46	22.19	25.73	24.34
Traffic expenses	1,550,101.66	1,582,608.09	1,627,524.50	1,664,210.68	1,771,053.92	1,791,774.92	1,730,846.87	1,889,797.74	1,960,844.87
Ratio to total operating revenue	2.25	2.25	2.21	1.99	1.97	2.22	2.19	2.06	2.15
Ratio to total operating expenses	3.66	3.36	3.36	3.08	2.94	3.02	3.22	2.95	2.98
Transportation expenses	23,471,087.18	24,860,650.49	24,630,093.71	26,754,788.08	30,652,390.08	30,371,492.39	28,296,536.45	31,750,338.78	35,047,864.73
Ratio to total operating revenue	34.02	35.39	33.54	32.02	34.15	37.67	35.88	34.71	38.34
Ratio to total operating expenses	55.47	52.84	50.81	49.48	50.88	51.19	52.66	49.52	53.31
General expenses	1,605,227.94	1,847,278.86	1,754,714.71	1,889,865.10	1,950,002.47	1,686,719.31	1,691,462.55	1,784,629.93	1,944,535.27
Ratio to total operating revenue	2.32	2.63	2.39	2.26	2.17	2.09	2.14	1.95	2.13
Ratio to total operating expenses	3.79	3.93	3.62	3.50	3.24	2.84	3.15	2.78	2.96

Total operating expenses	2,310,618.42	47,046,525.83	48,470,787.75	54,066,757.77	0,248,078.22	59,331,908.30	53,785,673.23	64,111,286.03	65,787,426.26
Ratio to total operating revenue	61.83	66.97	66.00	64.71	67.11	73.59	68.13	70.08	71.92
Ratio to total operating expenses	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
C—Taxes	1,389,723	1,470,812	1,545,192	1,627,123	1,974,102	2,250,608	2,322,476	2,525,464	2,656,750
Per mile owned—first main track	318.01	334.90	348.71	366.90	446.96	509.89	524.84	576.70	606.77
Per mile owned—all main tracks	254.70	266.37	275.01	287.15	347.45	392.73	408.56	448.88	466.06
Per mile owned—all tracks	184.46	189.85	194.77	201.73	242.72	271.61	280.08	304.45	314.02
Ratio to total operating revenue	2.01	2.09	2.10	1.95	2.20	2.79	2.94	2.76	2.91
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	4,312,777.84	4,930,822.69	5,609,116.22	5,054,410.31	5,062,584.76	4,936,691.27	4,508,621.45	6,495,615.27	6,582,879.15
Cost per 100 pounds tractive power	9.04	9.73	11.00	8.35	8.45	8.30	7.65	9.97	8.92
Average cost per locomotive	2,412.06	2,641.04	3,081.93	2,504.66	2,558.15	2,516.15	2,332.45	3,112.42	2,948.00
Passenger-train cars	672,800.35	724,494.22	788,888.74	940,811.62	1,043,818.73	1,003,201.90	788,895.20	941,647.85	952,397.26
Average cost per passenger car	544.78	561.62	615.36	737.31	873.97	800.64	634.16	741.45	747.56
Freight-train cars	2,956,035.99	4,388,732.46	4,197,598.73	6,085,558.10	6,981,374.52	6,657,028.75	5,551,257.92	7,571,650.92	7,061,242.64
Average cost per freight car	34.88	53.50	52.25	70.35	83.71	79.43	67.71	89.31	78.88
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	4,258,868.33	4,888,635.42	4,965,625.79	4,644,420.31	4,703,319.99	4,480,668.25	4,199,905.22	5,960,821.49	5,932,471.15
Cost per 100 pounds tractive power	8.93	9.64	9.74	7.68	7.85	7.53	7.12	9.15	8.04
Average cost per locomotive	2,381.92	2,618.44	2,728.37	2,301.50	2,376.61	2,283.72	2,172.74	2,856.17	2,656.73
Passenger-train cars	663,255.35	689,174.71	776,638.74	822,273.62	943,902.73	907,767.50	728,322.80	855,655.35	824,431.84
Average cost per passenger car	537.05	534.24	605.80	644.41	747.35	724.48	585.47	673.74	647.12
Freight-train cars	2,386,934.70	3,190,367.04	3,678,528.75	4,420,445.10	5,791,646.52	5,441,983.75	4,570,228.92	5,963,037.92	5,250,312.28
Average cost per freight car	28.17	38.89	45.79	51.10	69.44	64.93	55.75	70.34	58.65
F—Statistics:									
Number of passengers carried 1 mile	682,977,276	714,187,364	759,583,584	743,633,893	791,488,297	796,502,325	755,033,723	802,106,711	837,914,916
Average rate per passenger per mile	1.965	1.961	1.933	1.968	1.913	1.855	1.852	1.865	1.873
Number of tons of revenue freight carried 1 mile	9,218,512,230	8,932,120,434	9,652,158,164	11,499,564,859	12,266,507,263	10,619,556,242	10,070,894,563	12,045,289,481	11,726,458,685
Average rate per ton per mile	.565	.590	.573	.566	.578	.578	.589	.587	.589
Average revenue tons per car per mile	14.55	13.94	13.87	14.73	15.36	14.60	14.30	15.08	14.55
Average revenue tons per loaded car per mile	21.42	21.01	21.46	22.66	23.03	22.93	22.39	22.89	22.42
Average revenue tons per train per mile	420.10	399.69	402.16	421.83	436.71	413.16	427.64	441.94	440.20

[1] Including switching revenue.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio system—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908-1912 compared with 1903-1907.	10-year average to 1912, inclusive.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910.	Increase or decrease, 1913 compared with 1910.
	1912	1913	1903-1907	1908-1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue[1]	$73,939,856.15	$81,764,481.01	$59,187,655.25	$66,869,929.40	12.98	$63,028,792.32	17.31	4.66	15.73
Passenger revenue	15,256,367.04	16,064,107.05	14,377,061.27	14,934,283.08	3.88	14,655,672.18	4.10	1.99	7.39
Mail revenue	1,121,864.20	1,206,857.03	1,437,165.15	1,198,249.77	D 16.62	1,317,707.46	D 14.86	D 4.82	2.38
Express revenue	1,754,503.19	1,919,151.96	1,391,678.21	1,661,636.02	19.40	1,526,657.10	14.92	1.80	11.35
Other transportation revenue	600,761.06	643,205.75	418,738.19	561,121.77	34.00	489,929.98	22.62	10.01	17.78
Revenue from operations other than transportation	2,844,419.82	3,226,373.65	387,636.88	2,354,801.89	607.48	1,371,219.40	107.44	17.23	32.98
Total operating revenue	95,517,771.46	104,824,176.45	77,199,934.95	87,580,021.93	13.45	82,389,978.44	15.93	4.41	14.58
Per mile operated—first main track	21,327.59	23,398.93	17,242.52	19,594.03	13.64	18,417.26	15.80	3.93	14.02
Per mile operated—all main tracks	16,054.67	17,500.80	13,575.83	14,976.45	10.32	14,285.93	12.38	1.72	10.88
Per mile operated—all tracks	10,805,30	11,693.27	9,666.24	10,237.43	5.91	9,961.66	8.47	.24	8.48
B—EXPENSES:									
Maintenance of way and structures	11,809,536.92	14,374,194.81	9,085,437.54	11,288,402.33	24.25	10,186,919.94	15.93	D 3.13	17.90
Per mile operated—first main track	2,636.88	3,208.62	2,029.22	2,525.52	24.46	2,277.16	15.80	D 4.36	16.38
Per mile operated—all main tracks	1,984.95	2,399.83	1,597.70	1,930.35	20.82	1,766.35	12.38	D 5.63	14.09
Per mile operated—all tracks	1,335.94	1,603.46	1,137.59	1,319.53	15.99	1,231.69	8.46	D 7.01	11.61
Ratio to total operating revenue	12.36	13.71	11.77	12.89	9.52	12.36	....	D 7.28	2.85
Ratio to total operating expenses	17.42	18.57	18.02	18.17	.83	18.10	D 3.76	D 8.41	D 2.36
Maintenance of equipment	16,791,842.94	18,631,403.17	11,820,795.55	15,025,763.66	27.11	13,423,279.60	25.09	1.80	12.96
Ratio to total operating revenue	17.58	17.77	15.31	17.16	12.08	16.29	7.92	D 2.49	D 1.44
Ratio to total operating expenses	24.78	24.07	23.44	24.18	3.16	23.85	3.90	D 3.69	D 6.45
Traffic expenses	1,962,835.47	2,039,279.54	1,639,099.77	1,867,219.97	13.92	1,753,159.87	11.96	3.86	7.91
Ratio to total operating revenue	2.06	1.95	2.12	2.13	.47	2.13	D 3.29	....	D 5.34
Ratio to total operating expenses	2.90	2.63	3.25	3.00	D 7.69	3.11	D 6.75	D 1.69	D 10.85
Transportation expenses	35,112,621.12	39,960,367.98	26,073,801.91	32,115,770.68	23.17	29,094,786.30	20.68	10.59	25.86
Ratio to total operating revenue	36.76	38.12	33.78	36.67	8.55	35.31	4.11	5.91	9.82
Ratio to total operating expenses	51.81	51.63	51.70	51.68	D .04	51.69	.23	4.62	4.26
General expenses	2,098,231.90	2,394,398.54	1,809,417.82	1,841,115.79	1.75	1,825,266.80	14.63	17.57	34.17
Ratio to total operating revenue	2.20	2.29	2.34	2.10	D 10.26	2.22	D .90	12.82	17.44
Ratio to total operating expenses	3.10	3.09	3.59	2.96	D 17.55	3.24	D 4.32	11.51	11.15
Total operating expenses	67,775,068.35	77,399,644.04	50,428,552.59	62,138,272.43	23.22	56,283,412.51	20.42	5.71	20.73
Ratio to total operating revenue	70.96	73.84	65.32	70.96	8.62	68.31	3.88	1.26	5.87
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....

C—Taxes	3,048,648	3,179,883	1,601,890	2,560,789	59.92	2,061,090	46.49	20.72	25.91
Per mile owned—first main track	692.60	722.28	363.17	582.06	60.27	472.52	46.59	20.11	25.24
Per mile owned—all main tracks	527.31	546.20	286.56	448.89	56.65	368.56	43.07	17.47	21.68
Per mile owned—all tracks	352.45	362.43	203.15	304.97	50.12	255.67	37.85	15.77	19.04
Ratio to total operating revenue	3.19	3.03	2.07	2.92	41.06	2.52	26.59	15.57	9.78
D—Repairs, renewals, and depreciation of equipment:									
Steam locomotives	6,893,855.44	8,006,751.46	4,993,942.36	5,883,532.52	17.83	5,438,737.44	26.75	6.13	23.26
Cost per 100 pounds tractive power	8.89	10.07	9.25	8.78	D 5.08	8.99	D 1.11	D 10.83	1.00
Average cost per locomotive	3,084.50	3,568.07	2,636.72	2,815.08	6.75	2,730.29	12.97	D .90	14.64
Passenger-train cars	1,029,791.32	1,002,959.24	834,162.73	943,186.71	13.07	888,674.72	15.87	9.36	6.51
Average cost per passenger car	767.93	768.55	657.34	739.17	12.45	698.64	9.92	3.57	3.66
Freight-train cars	7,566,750.08	7,890,846.69	4,921,859.96	6,881,586.06	39.82	5,901,723.01	28.21	D .06	4.22
Average cost per freight car	85.86	86.05	59.12	80.35	35.91	69.82	22.97	D 3.86	D 3.65
E—Repairs of equipment (excluding renewals and depreciation):									
Steam locomotives	6,053,078.79	6,797,425.63	4,692,173.97	5,325,388.98	13.50	5,008,781.47	20.85	1.55	14.04
Cost per 100 pounds tractive power	7.81	8.54	8.69	7.95	D 8.52	8.28	D 5.68	D 14.64	D 6.67
Average cost per locomotive	2,708.31	3,029.16	2,477.39	2,548.03	2.85	2,514.45	7.71	D 5.17	6.05
Passenger-train cars	901,884.61	869,757.06	779,049.03	843,612.42	8.29	811,330.73	11.16	5.40	1.65
Average cost per passenger car	672.55	666.48	613.91	661.14	7.69	637.84	5.44	D .18	D 1.08
Freight-train cars	5,193,934.03	5,278,314.52	3,893,584.42	5,283,899.38	35.71	4,588,741.90	13.19	D 12.89	D 11.48
Average cost per freight car	58.93	57.56	46.68	61.70	32.18	54.29	8.55	D 16.22	D 18.17
F—Statistics:									
Number of passengers carried 1 mile	810,462,476	852,671,470	738,374,082	800,404,030	8.40	769,389,057	5.34	1.04	6.30
Average rate per passenger per mile	1.882	1.884	1.963	1.866	D 4.94	1.905	D 1.21	.91	1.01
Number of tons of revenue freight carried 1 mile	12,516,720,101	14,340,079,382	10,313,772,590	11,395,783,813	10.49	10,854,778,203	15.31	3.91	19.05
Average rate per ton per mile	.591	.570	.574	.587	2.26	.581	1.72	.68	D 2.90
Average revenue tons per car per mile	15.29	16.71	14.53	14.78	1.72	14.66	4.30	1.39	10.81
Average revenue tons per loaded car per mile	23.36	25.40	21.99	22.81	3.73	22.41	4.24	2.05	10.97
Average revenue tons per train per mile	553.41	618.92	417.09	453.06	8.62	435.23	27.15	25.22	40.05

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[1] Including switching revenue.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio Railroad Co. statements.

Lines included.—The properties covered by the accompanying statements are those owned, operated, and controlled by the Baltimore & Ohio Railroad Co. (with the exception of the Baltimore & Ohio Chicago Terminal Railroad Co., Staten Island Rapid Transit Railway Co., and Staten Island Railway Co.) and are given in detail, together with indication as to method of reporting to the commission in the period 1903 to 1913, in attached memorandum.

The following corporations, principally terminal companies, which this company owned jointly with others, are not included: Akron & Barberton Belt Railroad Co., Kentucky & Indiana Terminal Railroad Co., Missouri & Illinois Bridge & Belt Railroad Co., Tylerdale Connecting Railroad Co., Washington Terminal Co.

Method of compilation.—Lines now making separate reports to the commission are included on the basis of the property investment account so reported.

Lines formerly making separate reports and now embodied in Baltimore & Ohio system report are included, for the period when separate reports were made, at the cost of their bonds and stocks acquired, and construction advances, plus par value of bonds in hands of the public. Excepting the Valley Railroad of Virginia, the entire amount of stock outstanding of subsidiary companies is less than 2 per cent of total capital stock of such companies.

All intercorporate system ownership and dividends on stock and interest on funded debt paid and received for such intercorporate holdings have been eliminated. The capital obligations shown are therefore those outstanding after such elimination.

Property investment includes all items representing property of the company used for the benefit of the public, the income and expense attached to which is covered in its operating income account.

Adjustments have been made, as noted on statement, in the operating and income account for purpose of proper comparison.

The principal comparisons are as between the fiscal year ended June 30, 1913, 10-year average of period to June 30, 1912, and year 1903 and year 1910.

The following facts are significant:

[D denotes decrease, deficit, or debit.]

	10-year average.	1903	1910	1913	Per cent of increase 1913 over—		
					10-year average.	1903	1910
1. Return on property investment.[1]—The return of operating income on total property investment shows a steady decline as follows:							
Property investment	$448,814,319	$401,938,805	$461,107,115	$517,123,131	15.22	28.66	12.15
Net operating income	23,411,130	24,266,681	23,999,020	23,247,503	D 0.70	D 4.20	D 3.13
Per cent on property investment	5.22	5.04	5.20	4.50	D 13.79	D 25.50	D 13.46
2. Return on capital obligations.—There is a corresponding decline in the percentage of net corporate income (plus interest on funded debt) to total capital obligations and of net corporate income on capital stock							

with a corresponding declinel n the margin of safety, after payment of interest and dividends, as follows:							
Return net corporate income (plus interest on funded debt) on total capital obligations—							
Total capital obligations	$484,237,947	$431,018,283	$527,095,394	$569,700,638	17.65	32.18	8.08
Net corporate income (plus interest)	25,216,434	24,573,556	27,011,413	24,219,910	7.95	10.77	.77
Per cent on total capital obligations	5.21	5.70	5.12	4.78	D 8.25	D 16.14	D 6.64
Return net corporate income on capital stock:							
Total stock	$204,314,897	$189,788,711	$212,193,317	$211,316,557	3.43	11.34	D .41
Net corporate income	14,664,219	14,965,670	16,247,587	13,382,111	D 8.74	D 10.58	17.64
Per cent net corporate income on stock	7.18	7.89	7.66	6.33	D 11.84	D 19.77	D 17.36
3. Dividend declared:							
Amount	$10,109,332	$7,349,378	$11,474,213	$11,475,867	13.52	56.13	.01
Per cent on total stock	4.95	3.87	5.41	5.43	9.70	40.31	.37
Interest and dividends	20,661,547	16,957,254	22,238,039	25,313,666	22.52	49.28	3.83
Per cent on total captial obligations	4.27	3.93	4.22	4.44	3.98	12.98	5.21
4. Margin, after payment of charges and dividends, bears following relations:							
Margin	$4,554,887	$7,616,292	$4,773,374	$1,906,244	D 58.15	D 74.97	D 60.07
Per cent on total obligations	.94	1.77	.91	.33	D 64.89	D 81.36	D 63.74
Per cent of total operating revenue	5.61	11.17	5.29	1.84	D 67.20	D 83.53	D 65.22
Per cent of income from all sources	5.39	10.91	5.06	1.76	D 67.35	D 83.87	D 65.22
5. Ratio of stock and bonds to total capitalizations:							
Stock	$204,314,897	$189,788,711	$212,193,317	$211,316,557	3.43	11.34	D .41
Per cent	42.19	41.03	40.26	37.09	D 12.09	D 15.76	D 7.87
Bonds	279,923,050	241,229,572	314,902,077	358,384,081	28.02	48.57	13.81
Per cent	57.81	55.97	59.74	62.91	8.82	12.40	5.31
6. Operating results:							
Operating revenue	$81,228,297	$68,178,676	$90,163,401	$103,329,992	27.21	51.56	14.60
Operating expenses	55,486,294	41,756,974	63,195,583	76,427,809	37.74	83.03	20.94
Net operating revenue	25,742,003	26,421,702	26,967,818	26,902,183	4.51	1.82	D .24
Operating ratio	68.31	61.25	70.09	73.96	8.27	20.75	5.52
Tax accruals	2,039,025	1,354,295	2,469,964	3,113,882	52.69	129.89	26.05
Operating income	23,702,978	25,067,407	24,497,834	23,788,801	.36	D 5.11	D 2.89
Less hire of equipment and rents	291,848	800.726	498,834	541,298	85.47	D 32.40	8.31
Net operating income	23,411,130	24,266,681	23,999,020	23,247,503	D .70	D 4.20	D 3.13
Property investment	448,814,319	401,938,805	461,107,115	517,123,131	15.22	28.66	12.15
Net operating income per cent on property investment	5.22	6.04	5.20	4.50	D 13.79	D 25.50	D 13.46
Maintenance of way and structures and maintenance of equipment	23,357,622	15,509,477	28,399,520	32,750,271	40.31	111.16	15.32
Other operating expenses	32,138,672	26,247,497	34,796,063	43,677,538	35.90	66.41	25.52
Ratio of total maintenance expenses to revenue	28.74	22.75	31.50	31.69	10.26	39.30	.60

[1] **Increase in property investment 1913 over 1903**	$115,184,326	**Increase in property investment 1913 over 1910**	$56,016,016
Decrease in operating income 1913 over 1903	$1,019,178	**Decrease in operating income 1913 over 1910**	$751,517
Per cent decrease	0.88	**Per cent decrease**	1.34

These figures indicate that the company not only received no return on additional investment, but the decrease in income was equal to 0.88 per cent for the first period and 1.3 per cent for the second period on investment made.

There has been a decline of $751,517, or 3.13 per cent, in not operating income and a decline of $2,855,476, or 17.64 per cent, in net corporate income between 1910 and 1913, notwithstanding an increase of $13,166,591, or 14.60 per cent, in operating revenue and an increase of $56,016,016, or 12.15 per cent, on property investment.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio Railroad Co. statements—Continued.

[D denotes decrease, deficit, or debit.]

	10-year average.	1903	1910	1913	Per cent of increase 1913 over—		
					10-year average.	1903	1910
7. Property investment per mile:							
Per mile owned—first main track	$102,452	$92,472	$105,865	$118,091	15.26	27.70	11.55
Per mile owned—all track	$55,649	$53,779	$56,140	$59,545	7.00	10.72	6.07
8. With the increase in capital obligations and property investment, as indicated, there will be noted the following changes in facilities for transportation:							
Miles of first main track	4,449.99	4,397.00	4,434.39	4,456.33	.14	1.35	.49
Miles of all track	8,196.09	7,543.77	8,405.18	8,875.45	8.29	17.65	5.60
Total tractive power of locomotives ... pounds	60,095,505	47,449,114	64,629,705	79,118,330	31.65	66.74	22.42
Total capacity of freight cars ... tons	3,018,329	2,885,815	3,149,877	3,755,203	24.41	30.13	19.22
9. The measure of service has increased as per the following:							
Tons carried 1 mile	10,835,920,735	9,205,992,330	12,024,583,527	14,313,128,233	32.09	55.37	19.03
Passengers carried 1 mile	733,121,982	652,983,297	763,448,759	805,206,527	9.83	23.31	5.47
Total passenger and freight units 1 mile	11,569,042,717	9,858,975,627	12,788,032,286	15,118,334,760	30.68	53.35	18.22
10. The return received from the freight and passenger business compares as follows:							
Total freight revenue	$62,529,402	$31,633,394	$70,189,813	$81,239,239	29.92	57.34	15.74
Average revenue per ton per mile ... cents	0.577	0.561	0.584	0.568	D 1.56	1.25	D 2.74
Total passenger revenue	$14,235,682	$13,093,250	$14,485,585	$15,537,078	9.14	18.66	7.26
Average revenue per passenger per mile ... cents	1.942	2.005	1.897	1.930	D .62	D 3.74	1.74
Total operating revenue	$81,228,297	$68,178,676	$90,163,401	$103,329,992	27.21	51.56	14.60
11. Some of the increased operating costs are reflected below:							
Ratio of expenses (excluding taxes) to revenue	68.31	61.25	70.09	73.96	8.27	20.75	5.52
Ratio of expenses (including taxes) to revenue	70.82	63.24	72.83	76.97	8.68	21.71	5.68
Total taxes	$2,039,025	$1,354,295	$2,469,964	$3,113,382	52.69	129.89	26.05
Taxes per cent of total operating revenue	2.51	1.99	2.74	3.01	19.92	51.26	9.85
Taxes per cent of net operating revenue	7.92	5.13	9.16	11.57	46.09	125.54	16.31
Taxes per cent of total income	2.41	1.94	2.62	2.87	19.09	47.93	9.54
12. Other transportation statistics are given below:							
Average number of tons of revenue freight per train-mile	435.78	421.11	442.37	619.66	42.20	47.15	40.08
Average number of tons of revenue freight per car-mile	14.66	14.55	15.08	16.71	13.98	14.85	10.81
Average number of tons of revenue freight per loaded car-mile	22.42	21.43	22.89	25.40	13.29	18.53	10.97
Average daily mileage of freight cars	26.77	21.00	29.60	26.20	D 2.13	24.76	D 11.49

Memorandum.—The following roads are included in the statements for the Baltimore & Ohio Railroad Co. (last annual report to Interstate Commerce Commission for 1909); Valley R. R. of Virginia; Cleveland Terminal & Valley R. R.; Cleveland, Lorain & Wheeling Ry.; Ohio & Little Kanawha R. R.; Ravenswood, Spencer & Glenville Ry.: Ripley & Mill Creek Valley R. R. (report for 1903).

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio R. R. Co.

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease, deficit, or debit.]
[Page 11.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	4,346.60	4,368.25	4,407.69	4,411.29	4,393.19	4,390.40	4,401.58	4,355.61	4,354.96
2. Owned—miles of all main tracks	5,412.33	5,478.60	5,573.62	5,623.30	5,638.09	5,687.16	5,641.08	5,582.60	5,656.15
3. Owned—miles of all tracks	7,473.96	7,679.12	7,866.65	7,996.23	8,060.58	8,211.75	8,212.97	8,213.55	8,375.85
4. Operated—miles of first main track	4,397.00	4,442.35	4,481.76	4,486.71	4,462.10	4,447.95	4,459.90	4,434.39	4,433.74
5. Operated—miles of all main tracks	5,481.27	5,580.88	5,677.14	5,725.90	5,751.66	5,772.66	5,763.39	5,752.63	5,826.18
6. Operated—miles of all tracks	7,543.77	7,785.70	7,973.50	8,103.48	8,188.85	8,301.88	8,339.92	8,405.18	8,567.74
B—TOTAL CAPITAL OBLIGATIONS	431,018,283	448,764,532	454,588,480	454,353,253	470,862,187	483,980,462	487,570,413	527,095,394	537,105,725
Per mile owned—first main track	99,162	102,733	103,135	102,998	107,180	110,236	110,772	121,015	123,332
Per mile owned—all main tracks	79,636	81,912	81,561	80,798	83,514	85,101	86,432	94,418	94,960
Per mile owned—all tracks	57,669	58,440	57,787	56,821	58,415	58,938	59,366	64,174	64,126
Capital stock	189,788,711	189,424,452	188,930,383	198,525,734	215,584,887	212,608,712	212,521,829	212,193,317	212,192,469
Increase over previous year	46,698,236	D 364,259	D 494,069	9,595,351	17,059,153	D 2,976,175	D 86,883	D 328,512	D 848
Funded debt, including notes issued for capital obligations	241,229,572	259,340,080	265,658,097	255,827,519	255,277,300	271,371,750	275,048,584	314,902,077	324,913,256
Increase over previous year	D 8,756,928	18,110,508	6,318,017	D 9,830,578	D 550,219	16,094,450	3,676,834	39,853,493	10,011,179
Ratio of capital stock to total capital obligations	44.03	42.21	41.56	43.69	45.79	43.93	43.59	40.26	39.51
C—PROPERTY INVESTMENT [1]	401,938,805	413,820,429	418,897,687	442,089,188	450,816,266	455,206,896	455,985,920	461,107,115	486,772,511
Per mile owned—first main track	92,472	94,619	95,038	100,218	102,617	103,682	103,596	105,865	111,774
Per mile owned—all main tracks	74,264	75,443	75,157	78,617	79,959	80,041	80,833	82,597	86,061
Per mile owned—all tracks	53,779	53,824	53,250	55,287	55,929	55,434	55,520	56,140	58,116
Additions to property investment account	20,231,022	11,381,624	5,577,258	23,191,501	8,727,078	4,390,630	779,024	5,121,195	25,665,396

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[1] Includes all items representing directly or indirectly, property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 20—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
D—INCOME ACCOUNT:[1]									
Total operating revenue, including outside operations	$68,178,676	$69,390,274	$72,539,446	$82,508,719	$86,552,924	$79,377,351	$77,563,450	$90,163,401	$89,968,130
Total operating expenses, including outside operations	41,756,974	46,482,352	47,876,214	53,308,989	59,369,114	58,459,934	52,853,824	63,195,583	64,737,506
Net operating revenue, including outside operations	26,421,702	22,907,922	24,663,232	29,199,730	29,183,810	20,917,417	24,709,626	26,967,818	25,230,624
Tax accruals	1,354,295	1,445,446	1,518,081	1,599,678	1,937,502	2,212,508	2,271,576	2,469,964	2,596,250
Operating income	25,067,407	21,462,476	23,145,151	27,600,052	27,246,308	18,704,909	22,438,050	24,497,854	22,634,374
Other income relating to operation									
Hire of equipment—Cr		14,868	45,200		337,087	236,209			
Joint facilities—Cr						479,740	460,038	495,521	517,455
Miscellaneous rents—Cr	182,301	218,019	272,451	298,222	297,110	376,027	472,417	466,974	478,540
Total	25,249,708	21,695,363	23,462,802	27,898,274	27,880,505	19,796,885	23,370,505	25,460,349	23,630,369
Deductions from income relating to operation									
Hire of equipment—Dr	342,372			32,930			210,138	437,653	772,566
Joint facilities—Dr	640,655	650,838	608,432	242,884	257,411	804,545	710,846	853,377	835,461
Miscellaneous rents—Dr			30,624	30,504	28,319	104,854	142,719	170,299	191,053
Total	983,027	650,838	639,056	306,318	285,730	909,399	1,063,703	1,461,329	1,799,080
Net operating income	24,266,681	21,044,525	22,823,746	27,591,956	27,594,775	18,887,486	22,306,802	23,999,020	21,831,289
Per cent on property investment	6.04	5.09	5.45	6.24	6.12	4.15	4.89	5.20	4.48
Other income	1,473,755	1,648,513	2,361,051	2,770,590	2,524,337	2,266,635	2,371,423	3,255,403	3,900,603
Total income	25,740,436	22,693,038	25,184,797	30,362,546	30,119,112	21,154,121	24,678,225	27,254,423	25,731,892
Other deductions									
Lease of roads									
Interest deductions	9,607,886	9,501,771	9,853,524	9,999,229	9,949,968	9,939,298	10,277,340	10,763,826	12,558,459
Miscellaneous other deductions	1,166,880	427,656	1,165,935	1,803,298	1,652,307	450,099	460,527	243,010	353,442
Total	10,774,766	9,929,427	11,019,459	11,802,527	11,602,275	10,389,397	10,737,867	11,006,836	12,911,901
Net corporate income for the year	14,965,670	12,763,611	14,165,338	18,560,019	18,516,837	10,764,724	13,940,358	16,247,587	12,819,991
Per cent on capital stock outstanding	7.89	6.74	7.50	9.35	8.59	5.06	6.56	7.66	6.04
Per cent of net corporate income, plus interest on funded debt, on total capital obligations	5.70	4.96	5.28	6.29	6.05	4.28	4.97	5.12	4.73

E—Profit and loss account:									
Accumulated surplus brought forward from preceding year 2,625,222	2,625,222	6,675,259	8,859,454	11,173,859	18,277,014	21,958,942	20,129,860	21,056,463	26,161,660
Net corporate income for the year	14,965,670	12,763,611	14,165,338	18,560,019	18,516,837	10,764,724	13,940,358	16,247,587	12,819,991
Miscellaneous profit and loss items—net	D 66,255	D 1,181,569	D 1,358,621	875,534	366,180	D 636,810	D 840,694	898,805	[2] 11,326,873
Total surplus	17,524,637	18,257,301	21,666,171	30,609,412	37,160.031	32,086,856	33,229,524	38,202,855	50,308,534
Dividends declared	7,349,378	7,397,847	7,992,312	9,332,398	11,566,810	11,554,574	11,473,512	11,474,213	11,476,145
Per cent on capital stock outstanding	3.87	3.91	4.23	4.70	5.37	5.43	5.40	5.41	5.41
Additions, betterments, and permanent improvements appropriations [3]	3,500,000	2,000,000	2,500,000	3,000,000	3,000,000	*265,950	*546,048	*415,761	....
Additions, betterments, and permanent improvements accum., 7,148,329	....	....	....	....	....	....	....	....	....
Sinking and special reserve funds appropriations	....	....	....	....	*634,279	*136,472	*153,501	*151,221	*96,627
Total surplus appropriated	10,849,378	9,397,847	10,492,312	12,332,398	15,201,089	11,956,996	12,173,061	12,041,195	11,572,772
Unappropriated surplus carried over to the following year	6,675,259	8,859,454	11,173,859	18,277,014	21,958,942	20,129,860	21,056,463	26,161,660	38,786,752

Unappropriated surplus carried over to 1914	$37,410,163.00
Accumulated surplus, appropriated from profit and loss, items marked thus*	2,731,051.00
Total surplus, June 30, 1913	40,141,212.00
Surplus accumulated to 1903	9,773,551.00
Surplus accumulated, 1903–1913, inclusive	30,367,661.00
Average per annum	2,760,697.00

[1] Adjustments to cover hire of equipment, car service, rents of track yards and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expense for all years.

Work, equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structure expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

[2] Includes additions to property through income prior to June 30, 1907..... $11,823,333.48

[3] Accumulated charges to additions and betterments to June 30, 1902		7,148,329.26
Accumulated charges to additions and betterments July 1, 1902, to June 30, 1907		14,000,000.00
		21,148,329.26
Less credit to equipment account revaluation, 1910	$8,516,160.00	
Less credit account Pier 8, Locust Point, collapsed	58,835.78	
Less credit account abandoned tracks, P. C. & T. R. R.	750,000.00	
		9,324,995.78
		11,823,333.48

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore & Ohio R. R. Co.—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908–1912 compared with 1903–1907.	10-year average to 1912, inclusive.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910.	Increase or decrease, 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	4,377.62	4,379.01	4,385.40	4,376.03	D 0.21	4,380.72	D 0.07	0.51	0.54
2. Owned—miles of all main tracks	5,736.07	5,776.29	5,545.19	5,660.61	2.08	5,602.90	2.38	2.75	3.47
3. Owned—miles of all tracks	8,560.81	8,684.61	7,815.31	8,314.99	6.39	8,065.15	6.15	4.23	5.74
4. Operated—miles of first main tracks	4,455.06	4,456.33	4,453.78	4,446.21	D .17	4,449.99	.11	.47	.49
5. Operated—miles of all main tracks	5,904.06	5,944.21	5,643.37	5,803.78	2.84	5,723.58	3.15	2.63	3.33
6. Operated—miles of all tracks	8,750.86	8,875.45	7,919.06	8,473.12	7.00	8,196.09	6.77	4.11	5.60
B—TOTAL CAPITAL OBLIGATIONS	547,040,738	569,700,638	451,917,347	516,558,546	14.30	484,237,947	12.97	3.78	8.08
Per mile owned—first main track	124,963	130,098	103,050	118,043	14.55	110,538	13.05	3.26	7.51
Per mile owned—all main tracks	95,369	98,627	81,497	91,255	11.97	86,426	10.35	1.01	4.46
Per mile owned—all tracks	63,901	65,599	57,825	62,124	7.43	60,041	6.43	D .43	2.22
Capital stock	211,378,479	211,316,557	196,450,833	212,178,961	8.01	204,314,897	3.46	D .38	D .41
Increase over previous year	813,990	D 61,922		15,728,128					
Funded debt, including notes issued for capital obligations	335,662,259	358,384,081	255,466,514	304,379,585	19.15	279,923,050	19.91	6.59	13.81
Increase over previous year	10,749,003	22,721,822		48,913,071					
Ratio of capital stock to total capital obligations	38.64	37.09	43.47	41.08	D 5.50	42.19	D 8.41	D 4.02	D 7.87
C—PROPERTY INVESTMENT[1]	502,008,375	517,123,131	425,412,475	472,216,163	11.00	448,814,319	11.85	8.87	12.15
Per mile owned—first main track	114,676	118,091	97,007	107,910	11.24	102,452	11.93	8.32	11.54
Per mile owned—all main tracks	87,518	89,525	76,717	83,421	8.74	80,104	9.26	5.96	8.39
Per mile owned—all tracks	58,640	59,545	54,433	56,791	4.33	55,649	5.37	4.45	6.07
Additions to property investment account	15,235,864	15,114,756	13,821,697	10,238,422	D 25.93	12,030,060	26.66	197.51	195.14
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	94,040,594	103,329,992	76,234,008	86,222,585	13.10	81,228,297	15.77	4.30	14.60
Total operating expenses, including outside operations	66,822,449	76,427,809	49,758,729	61,213,859	23.02	55,486,294	20.43	5.74	20.94
Net operating revenue, including outside operations	27,218,145	26,902,183	26,475,279	25,008,726	D 5.54	25,742,003	5.73	.93	D .24
Tax accruals	2,984,948	3,113,382	1,571,000	2,507,049	59.58	2,039,025	46.39	20.85	26.05
Operating income	24,233,197	23,788,801	24,904,279	22,501,677	D 9.65	23,702,978	2.24	D 1.08	D 2.89

Other income relating to operation									
Hire of equipment—Cr.			79,431	47,242	D 40.52	63,336	D 100.00		
Joint facilities—Cr.	578,797	603,880		506,310	100.00	253,155	128.63	16.81	21.87
Miscellaneous rents—Cr.	501,926	461,613	253,621	459,177	81.05	356,399	40.83	7.48	D 1.15
Total	25,313,920	24,854,294	25,237,331	23,514,406	D 6.83	24,375,868	3.85	D .58	D 2.38
Deductions from income relating to operation									
Hire of equipment—Dr.	528,554	627,139	75,060	389,782	419.29	232,421	127.41	20.77	43.30
Joint facilities—Dr.	859,727	849,687	480,044	812,791	69.32	646,418	33.00	.74	D .43
Miscellaneous rents—Dr.	160,617	129,965	17,890	153,909	760.31	85,899	86.98	D 5.69	D 23.68
Total	1,548,898	1,606,791	572,994	1,356,482	136.74	964,738	6.55	5.99	9.95
Net operating income	23,765,022	23,247,503	24,664,337	22,157,924	D 10.16	23,411,130	1.50	D .98	D 3.13
Per cent on property investment	4.73	4.50	5.80	4.69	D 19.14	5.22	D 9.39	D 9.04	D 13.46
Other income	3,310,183	4,146,712	2,155,649	3,020,849	40.14	2,588,250	27.89	1.68	27.38
Total income	27,075,205	27,394,215	26,819,986	25,178,773	D 6.12	25,999,380	4.52	D .66	.51
Other deductions									
Lease of roads									
Interest deductions	13,070,847	13,837,799	9,782,476	11,321,954	15.74	10,552,215	23.87	21.43	28.56
Miscellaneous other deductions	106,300	174,305	1,243,215	322,676	D 74.05	782,945	D 86.42	D 56.26	D 28.27
Total	13,177,147	14,012,104	11,025,691	11,644,630	5.61	11,335,160	16.25	19.72	27.30
Net corporate income for the year	13,898,058	13,382,111	15,794,295	13,534,144	D 14.31	14,664,219	D 5.22	D 14.46	D 17.64
Per cent on capital stock outstanding	6.57	6.33	8.04	6.38	D 20.65	7.18	D 8.50	D 14.23	D 17.36
Per cent of net corporate income, plus interest on funded debt, on total capital obligations	4.73	4.78	5.65	4.81	D 14.87	5.21	D 9.21	D 7.62	D 6.46
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year, 2,625,222	38,735,752	40,882,900	9,522,161	25,608,535	168.94	17,565,349	120.52	83.96	94.16
Net corporate income for the year	13,898,058	13,382,111	15,794,295	13,534,144	D 14.31	14,664,219	D 5.22	D 14.46	D 17.64
Miscellaneous profit and loss item—net	119,916	D 5,202,653	D 272,946	2,125,652	878.78	926,353	D 112.94	D 113.34	D 678.84
Total surplus	52,513,894	49,062,358	25,043,510	41,268,331	64.79	33,155,920	58.38	37.46	28.43
Dividends declared	11,476,131	11,475,867	8,727,749	11,490,915	31.66	10,109,332	13.52	.02	.01
Per cent on capital stock outstanding	5.43	5.43	4.44	5.42	22.07	4.95	9.70	.37	.37
Additions, betterments, and permanent improvements appropriations			2,800,000	245,552	D 91.23	1,522,776	D 100.00	D 100.00	D 100.00
Additions, betterments, and permanent improvements accum., 7,148,329									
Sinking and special reserve funds appropriations	*154,863	*176,329	126,856	138,537	9.21	132.696	16.71	2.41	16.60
Total surplus appropriated	11,630,994	11,652,196	11,654,605	11,875,004	1.89	11,754,804	D 1.41	D 3.14	D 3.23
Unappropriated surplus carried over to the following year	40,882,900	37,410,161	13,388,905	29,393,327	119.53	21,391,116	91.12	56.27	43.00

Unappropriated surplus carried over to 1914	$37,410,163.00
Accumulated surplus, appropriated from profit and loss, items marked thus*	2,731,051.00
Total surplus, June 30, 1913	40,141,212.00
Surplus accumulated to 1903	9,773,551.00
Surplus accumulated, 1903–1913, inclusive	30,367,661.00
Average per annum	2,760,697.00

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[1] **Includes all items representing, directly or indirectly, property of the railroad company used for the benefit of the public, the income and expense attached to which is covered** in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expense for all years.

Work equipment, repairs, renewals, and depreciation have been deducted from maintenance of way and structure expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income, year 1908.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

The Baltimore and Ohio R. R. Co.—Continued.

TOTAL OPERATING REVENUES, EXPENSES AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes decrease, deficit, or debit.]

Item.	Year ended June 30—		5-year average—		Increase or decrease, 1908–1912 compared with 1903–1907.	10-year average to 1912 inclusive.	Increase or decrease, 1912 compared with 10-year average.	Increase or decrease, 1912 compared with 1910.	Increase or decrease, 1913 compared with 1910.
	1912	1913	1903–1907	1908–1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue[1]	$73,435,702.44	$81,239,238.72	$58,656,054.76	$66,402,750.07	13.21	$62,529,402.42	17.44	4.62	15.74
Passenger revenue	14,754,911.71	15,537,077.83	14,004,778.82	14,466,584.82	3.30	14,235,681.82	3.65	1.86	7.26
Mail revenue	1,120,161.99	1,205,158.95	1,435,588.72	1,196,444.94	D 16.66	1,316,016.83	D 14.88	D 4.82	2.41
Express revenue	1,746,703.19	1,909,551.96	1,377,156.63	1,653,126.02	20.04	1,515,141.32	15.28	1.84	11.33
Other transportation revenue	600,639.26	643,205.15	418,700.07	561,055.42	34.00	489,877.74	22.61	10.00	17.80
Revenue from operations other than transportation	2,382,476.07	2,795,759.71	341,729.16	1,942,624.23	468.47	1,142,176.70	108.59	16.22	36.38
Total operating revenue	94,040,594.66	103,329,992.32	76,234,008.16	80,222,585.50	13.10	81,228,296.83	15.77	4.30	14.60
Per mile operated—first main track	21,108.72	23,187.24	17,116.70	19,391.51	13.29	18,265.04	15.57	3.82	14.04
Per mile operated—all main tracks	15,928.12	17,383.30	13,508.60	14,856.28	9.98	14,191.87	12.23	1.63	10.91
Per mile operated—all tracks	10,746.44	11,642.23	9,626.65	10,176.01	5.70	9,910.62	8.43	.18	8.53
B—EXPENSES:									
Maintenance of way and structures	11,702,927.96	14,229,583.80	8,916,991.14	11,134,628.92	24.87	10,025,810.03	16.73	D 2.60	18.43
Per mile operated—first main track	2,626.88	3,193.12	2,002.12	2,504.18	25.08	2,254.41	16.52	D 3.05	17.85
Per mile operated—all main tracks	1,982.18	2,393.86	1,580.08	1,981.51	21.42	1,751.67	13.16	D 5.09	14.62
Per mile operated—all tracks	1,337.35	1,603.25	1,126.02	1,314.11	16.70	1,223.24	9.33	D 6.44	12.16
Ratio to total operating revenue	12.45	13.77	11.70	12.91	10.34	12.34	.89	D 6.60	3.30
Ratio to total operating expenses	17.52	18.62	17.92	18.19	1.51	18.07	D 3.04	D 7.84	D 2.05
Maintenance of equipment	16,666,188.09	18,520,687.22	11,726,441.49	14,917,182.28	27.21	13,321,811.89	25.10	1.72	13.04
Ratio to total operating revenue	17.72	17.92	15.38	17.30	12.48	16.40	8.05	D 2.48	D 1.38
Ratio to total operating expenses	24.94	24.23	23.57	24.37	3.39	24.01	3.87	D 3.82	D 6.56
Traffic expenses	1,950,598.66	2,026,273.88	1,639,099.77	1,854,489.09	13.14	1,746,794.43	11.67	3.91	7.94
Ratio to total operating revenue	2.07	1.96	2.15	2.15	....	2.15	D 3.72	D .48	D 5.77
Ratio to total operating expenses	2.92	2.65	3.29	3.03	D 7.90	3.15	D 7.30	D 1.68	D 10.77
Transportation expenses	34,455,936.58	39,307,009.86	25,698,746.41	31,518,565.66	22.65	28,608,656.04	20.44	10.48	26.03
Ratio to total operating revenue	36.54	36.04	33.71	36.56	8.45	35.22	4.03	5.93	9.97
Ratio to total operating expenses	51.56	51.43	51.65	51.49	D .31	51.56	....	4.48	4.21
General expenses	2,046,798.08	2,344,254.83	1,777,449.86	1,788,993.39	.65	1,783,221.62	14.78	18.27	35.45
Ratio to total operating revenue	2.18	2.27	2.33	2.08	D 10.73	2.20	D .91	13.54	18.23
Ratio to total operating expenses	3.06	3.07	3.57	2.92	D 18.21	3.21	D 4.67	11.68	12.04

Total operating expenses	66,822,449.37	76,427,809.59	49,758,728.67	61,213,859.34	23.02	55,486,294.01	20.43	5.74	20.94
Ratio to total operating revenue	71.06	73.96	65.27	71.00	8.78	68.31	4.03	1.38	5.52
Ratio to total operating expenses	100.00	100.00	100.00	100.00	....	100.00	....	....	....
C—TAXES:	2,984,948.49	3,113,382.51	1,571,000.19	2,507,049.17	59.58	2,039,024.68	46.39	20.85	26.05
Per mile owned—first main track	681.87	710.98	358.23	572.90	59.93	465.45	46.50	20.24	25.38
Per mile owned—all main tracks	520.38	538.99	283.31	442.89	56.33	363.92	42.99	17.62	21.82
Per mile owned—all tracks	348.68	358.49	201 02	301.51	49.99	252.82	37.92	15.95	19.21
Ratio to total operating revenue	3.17	3.01	2.06	2.91	41.26	2.51	26.29	15.69	9.85
D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:									
Steam locomotives	6,817,236.68	7,943,084.88	4,940,517.24	5,824,209.52	17.88	5,382,363.38	26.66	5.95	23.45
Cost per 100 pounds tractive power	8.84	10.04	9.20	8.75	D 4.78	8.96	D 1.34	D 11.24	.80
Average cost per locomotive	3,087.52	3,582.81	2,639.17	2,825.91	7.08	2,737.72	12.78	D 1.39	14.43
Passenger-train cars	991,799.48	966,349.91	803,355.20	904,299.99	12.57	853,827.59	16.16	9.76	6.94
Average cost per passenger car	794.71	797.32	674.52	761.84	12.95	718.11	10.67	3.52	3.86
Freight-train cars	7,566,655.28	7,890,822.29	4,921,590.28	6,881,203.73	39.82	5,901,397.01	28.22	D .06	4.22
Average cost per freight car	85.86	86 05	59.01	80.35	36.16	69.82	22.97	D 3.86	D 3.65
E—REPAIRS OF EQUIPMENT (Excluding renewals and depreciation):									
Steam locomotives	5,986,039.03	6,743,699.05	4,642,711.40	5,275,781.47	13.64	4,959,246.43	20.71	1.27	14.08
Cost per 100 pounds tractive power	7.77	8.52	8.65	7.93	D 8.32	8.25	D 5.82	D 15.08	D 6.89
Average cost per locomotive	2,711.08	3,041.81	2,480.08	2,559.82	3.21	2,522.51	7.48	D 5.75	5.75
Passenger-train car	873,492.77	840,472.73	750,722.82	811,651.35	8.12	781,187.09	11.82	6.09	2.08
Average cost per passenger car	699.91	693.46	630.33	683.78	8.48	657.01	6.53	.05	D .87
Freight-train cars	5,193,869.23	5,278,310.12	3,893,374.74	5,283,547.04	35.71	4,588,460.89	13.19	D 12.89	D 11.47
Average cost per freight car	58.93	57.56	46.68	61.69	32.16	54.29	8.55	D 16.21	D 18.16
F—STATISTICS:									
Number of passengers carried 1 mile	766,169,876	805,206,527	706,204,287	761,039,677	7.92	733,121,982	4.51	.36	5.47
Average rate per passenger per mile	1.926	1.930	1.986	1.901	D 4.28	1.942	D .82	1.53	1.74
Number of tons of revenue freight carried 1 mile	12,490,418,797	14,313,128.233	10,298,227,408	11,373,614,061	10.44	10,835,920,735	15.27	3.87	19.03
Average rate per ton per mile	.588	.568	.570	.584	2.46	.577	1.91	.68	D 2.74
Average revenue tons per car per mile	15.29	16.71	14.53	14.78	1.72	14.66	4.30	1.39	10.81
Average revenue tons per loaded car per mile	23.36	25.40	21.99	22.81	3.73	22.42	4.19	2.05	10.97
Average revenue tons per train per mile	554.46	619.66	417.67	453.58	8.60	435.78	27.73	25.34	40.08

[1] Includes switching revenue.

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

Summary of property investment account of the Baltimore & Ohio R. R. Co.

[Page 13; D denotes decrease, deficit, or debit.]

	1903	1904	1905	1906	1907	1908	1909	1910
Mileage	4,397.00	4,492,35	4,481.76	4,485.71	4,462.10	4,447.95	4,459.90	4,434.39
Cost of road	$181,217,039.01	$189,804,509.89	$188,592,295.11	$196,673,513.79	$203,496,079.41	$208,455,202.92	$209,972,743.98	$215,731,822.75
Cost of bonds, subsidiary companies	114,312,611.05	115,228,931.05	123,529,931.05	125,263,080.55	128,863,230.55	129,056,630.55	129,742,130.55	129,746,810.55
Cost of stocks, subsidiary companies	36,720,904.52	37,640,646.01	38,234,222.79	41,023,602.06	41,143,107.80	44,837,346.36	44,564,660.61	45,967,566.76
Real estate, permanent investment	2,514,399.21	2,518,625.05	2,534,054.34	2,055,069.54	2,108,397.61	2,227,762.00	2,138,892.74	2,332,160.37
Equipment	59,623,129.18	60,839,762.29	58,951,875.73	72,650,292.64	70,899,897.22	70,003,092.07	69,001,269.43	66,897,843.67
Stocks of subsidiary companies outstanding	7,550,721.74	7,287,954.74	7,055,307.78	4,423,629.63	4,305,553.89	626,862.33	566,222.25	430,911.35
Total	401,938,804.71	413,320,429.03	418,897,686.80	442,089,183.21	450,816,266.48	455,206,896.23	455,985,919.56	461,107,115.45
Increase in property investment	....	11,381,624.32	5,577,257.77	23,191,501.41	8,727,078.27	4,390,629.75	779,023.33	5,121,195.89
Additions and betterments	....	11,552,053.78	8,623,733.46	9,050,924.07	9,022,768.36	6,375,922.43	4,844,341.24	5,549,819.56
Deduct, A	....	3,029,882.23	1,645,950.06	1,038,978.68	1,685,540.64	699,667.63	Cr. 76,211.62	238,008.16
Included in cost of road	....	8,522,171.55	6,977,783.40	8,011,945.39	7,337,227.72	5,676,254.80	4,920,552.86	5,311,811.40
Equipment	....	1,216,633.11	D 1,887,886.56	13,698,416.91	D 1,750,396.42	D 896,805.15	D 1,001,822.64	D 2,103,425.76
Miscellaneous accounts	....	1,642,819.66	487,360.93	481,139.11	3,140,245.97	D 388,819.90	D 1,139,706.83	1,912,810.25
Total	....	11,381,624.32	5,577,257.77	23,191,501.41	8,727,078.27	4,390,629.75	779,023.33	5,121,195.89
A. Charged against earnings of subsidiary companies	....	2,977,727.44	1,560,650.85	1,031,166.96	1,684,064.79	701,140.22	49,667.28	238,008.16
Charged off	....	52,154.79	85,299.21	7,811.72	1,475.85	Cr. 1,472.59	Cr. 126,078.90	....
Total	....	3,029,882.23	1,645,950.06	1,038,978.68	1,685,540.64	699,667.63	Cr. 76,211.62	238,008.16

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

Summary of property investment account of the Baltimore & Ohio R. R. Co.—Continued.

	1911	1912	1913
Mileage	4,433.74	4,455.06	4,456.33
Cost of road	$229,041,469.44	$240,965,162.44	$246,664,522.98
Cost of bonds, subsidiary companies	129,747,810.55	129,815,064.68	140,829,509.33
Cost of stocks, subsidiary companies	46,099,262.06	46,469,959.36	40,170,596.41
Real estate, permanent investment	2,332,160.37	2,332,160.37	2,364,736.05
Equipment	79,217,192,87	82,205,128.73	86,893,766.45
Stocks of subsidiary companies outstanding	334,615.25	220,879.00	200,000.00
Total	486,772,510.54	502,008,374.58	517,123,131.22
Increase in property investment	25,665,395.09	15,235,864.04	15,114,756.64
Additions and betterments	14,092,875.15	11,969,909.86	10,390,308.75
Deduct, A			
Included in cost of road	14,092,875.15	11,969,909.86	10,390.308.75
Equipment	12,319,349.20	2,987,935.86	4,688,637.72
Miscellaneous accounts	D 746,829.26	278,018.32	35,815.17
Total	25,665,395.09	15,235,864.04	15,114,756.64

This statement does not exactly check with the Baltimore & Ohio R. R. Co. balance sheet, as, for years prior to 1913 stocks of subsidiary lines are included on basis of final cost to the Baltimore & Ohio R. R. and other minor adjustments have been made to arrive at proper comparative figures of property investment.

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TABLE 6.—*Summary of consolidated construction charges for three years ended June 30, 1913.*

[Office of chief engineer, Baltimore & Ohio R. R. Co., Baltimore, Md., Nov. 22, 1913.]

Purchase of property	$5,353,139.67
Widening cuts and fills and protecting banks	362,915.89
Grade reductions and changes of line	4,282,512.84
Bridges, trestles, and culverts	1,093,287.06
Additional main tracks	8,732,106.87
Sidings and spur tracks	3,252,179.83
Terminal yards	3,493,120.32
Elimination of grade crossings	1,554,287.85
Block signals and interlocking apparatus	728,838.49
Telegraph and telephone lines	201,103.59
Station buildings and fixtures	1,803,046.24
Shops, engine houses, and turntables	1,221,708.69
Machinery and tools	362,706.73
Water and fuel stations	822,904.31
Grain elevators and storage warehouses	197,541.68
Docks and wharves	990,030.22
Electric light and power plants	106,780.80
Other additions and betterments	103,079.13
Foxburg to Mount Jewett, Pa.: Standardizing narrow-gauge line	322,930.44
Miscellaneous	1,474,836.11
	36.459,056.76
Miscellaneous credits	5,968.00
Total construction	36,453,088.76

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

Statement showing decrease or increase in earnings covered by merchandise, coal and coke traffic, due to change in rates.

[Page 15; I denotes increase.]

OCTOBER, 1912, COMPARED WITH OCTOBER, 1909.

[Tonnage of October, 1912, used and difference in rates between October, 1912 and 1909, used to obtain increase or decrease.]

Classes.	Weight.	Revenue decreased.	Weight.	Revenue increased.	Revenue, net decrease.
	Pounds.		*Pounds.*		
4 times first class	70,075	$15.43	0.20	$0.03	$15.40
3 times first class	3,441	7.16	1,150	2.02	5.14
2½ times first class	47,871	36.78	53,247	3.28	33.50
2 times first class	110,845	213.31	31,363	41.44	171.87
1½ times first class	186,771	205.14	123,401	130.75	74.39
1¼ times first class	2,465	3.06	50,676	53.59	I 50.53
First class	3,575,831	2,774.45	3,166,158	1,848.05	926.40
Second class	1,752,405	1,174.98	612,105	417.83	757.15
Rule 25	748,996	400.16	192,610	72.79	327.37
Third class	3,436,830	1,920.64	1,463,851	475.94	1,444.70
Rule 26	1,852,433	748.97	254,869	58.60	690.37
Rule 28	201,990	79.53	3,430	.44	79.09
Fourth class	4,940,873	1,956.71	1,198,851	293.19	1,663.52
Fifth class	20,490,046	6,309.10	3,294,358	497.72	5,811.38
Sixth class	20,916,591	7,987.22	2,069,098	305.79	7,681.43
Changes in classification	77,153,179	21,214.92	4,322,407	1,668.09	19,546.83
Commodities	571,730,718	46,946.79	206,730,070	14,246.77	32,700.02
Total merchandise	707,221,360	91,994.35	223,567.664	20,116.32	71,878.03
Anthracite coal	....	....	133,200	8.40	I 8.40
Bituminous coal:					
Lake cargo	796,912,100	34,168.55	....	....	34,168.55
All other	179,197,300	8,101.29	303,587,200	15,890.70	I 7,789.41
Coke	180,603,300	5,281.48	22,610,600	1,221.23	4,060.25
Grand total	1,863,934,060	139,545.67	549,898,664	37,236.65	102,309.02

FEBRUARY, 1913, COMPARED WITH FEBRUARY, 1910.

[Tonnage of February, 1913, used and difference in rates between February, 1913, and February, 1910, used to obtain increase or decrease.]

Classes.	Weight.	Revenue decreased.	Weight.	Revenue increased.	Revenue, net decrease.
	Pounds.		*Pounds.*		
4 times first class	1,092	$0.45	....	....	$0.45
3 times first class	4,354	5.63	$550	$1.98	3.65
2½ times first class	4,220	2.96	1,007	1.61	1.35
2 times first class	40,548	82.85	5,800	13.89	68.96
1½ times first class	99,194	113.09	9,225	7.18	105.91
1¼ times first class	1,770	1.54	610	.08	1.46
First class	1,932,846	1,620.75	169,065	77.17	1,543.59
Second class	623,820	459.92	71,039	15.01	444.91
Rule 25	501,783	246.44	23,712	5.15	241.29
Third class	1,853,847	973.30	227,223	51.19	922.11
Rule 26	1,013,153	434.55	89,908	14.54	420.01
Rule 28	43,783	16.14	.90	.07	16.07
Fourth class	2,925,029	1,056.54	121,707	18.37	1,038.17
Fifth class	13,077,516	3,154.44	1,055,958	86.32	306,812
Sixth class	6,981,293	2,329.89	1,189,600	87.13	2,242.76
Changes in classification	1,695,462	419.90	4,597,641	1,720.27	I 1,300.37
Changes, class to commodity	76,371,559	26,891.14	1,141,732	171.56	26,719.58
Changes, commodity to class	2,426,956	234.57	1,293,269	661.03	I 426.46
Commodities	213,711,647	20,408.96	58,862,940	4,196.40	16,212.56
Total merchandise	323,299,872	58,453.07	68,861,076	7,128.95	51,324.12
Anthracite coal	66,100	4.10	....	....	4.10
Bituminous coal:					
Railway fuel	117,470,000	4,759.62	525,822,000	22,229.42	I 17,469.80
All other	97,911,800	7,176.46	1,695,000	74.83	7,101.63
Coke	62,908,600	2,307.21	24,196,900	956.33	1,350.88
Grand total, net	601,656,372	72,700.46	620,574,976	30,389.53	42,310.93

BALTIMORE & OHIO EXHIBIT No. 1—Continued.

Statement showing decrease or increase in earnings covered by merchandise, coal and coke traffic, due to change in rates—Continued.

AUGUST, 1913, COMPARED WITH AUGUST, 1910.

[Tonnage of August, 1913, used and difference in rates between, August, 1913 and 1910, used to obtain increase or decrease.]

Classes.	Weight.	Revenue decreased.	Weight.	Revenue increased.	Revenue, net decrease.
	Pounds.		*Pounds.*		
4 times first class	22,716	$20.29			$20.29
3 times first class	2,882	8.11	$800	$0.85	7.26
2½ times first class	17,062	26.13			26.13
2 times first class	48,483	61.21	1,901	4.38	56.83
1½ times first class	191,615	216.36	8,717	6.40	209.96
1¼ times first class	2,715	2.62	.54	.02	2.60
First class	2,688,570	2,000.11	156,720	83.93	1,916.18
Second class	854,126	565.59	107,839	33.58	532.01
Rule 25	589,935	282.76	30,832	13.35	269.41
Third class	2,947,900	1,469.69	61,472	18.55	1,451.14
Rule 26	1,341,868	630.04	40,871	9.71	620.33
Rule 28	81,014	26.32			26.32
Fourth class	5,022,759	2,859.94	70,036	8.81	2,851.13
Fifth class	10,351,096	2,865.81	445,090	63.42	2,802.39
Sixth class	8,759,878	4,101.35	81,042	2.70	4,098.65
Changes in classification	1,299,892	559.79	2,276,249	153.94	405.85
Changes, class to commodity	105,418,246	37,245.96			37,245.96
Changes, commodity to class	6,280,234	1,033.71	2,036,919	800.50	233.21
Commodities	438,546,916	31,007.15	183,957,619	15,064.83	15,942.32
Total merchandise	584,467,907	84,982.94	189,276,161	16,264.97	68,717.97
Anthracite coal					
Bituminous coal:					
Railway fuel	102,224,000	4,438.56	345,940,000	14,001.77	I 9,563.21
Lake cargo	1,467,636,000	62,056.88			62,056.88
All other	74,185,900	6,083.37	53,338,900	1,083.14	5,000.23
Coke	240,587,800	13,562.17	11,502,700	857.61	12,704.56
Grand total, net	2,469,101,607	171,123.92	600,057,761	32,207.49	138,916.43

NET DECREASE IN MERCHANDISE AND COAL AND COKE REVENUE, YEAR ENDED JUNE 30, 1913.

[Rates based on increases and decreases in October, 1912, compared with October, 1909, February, 1913, compared with February, 1910, and August, 1913, compared with August, 1910.]

	Total merchandise revenue.	Net decrease.	Per cent.
October, 1912	$4,740,374	$71,378	1.51
February, 1913	3,578,807	51,324	1.43
August, 1913	4,163,714	68,718	1.65
Total and average per cent	12,482,895	191,420	1.53

	Coal revenue less lake cargo and railway fuel.	Net decrease.	Per cent.
October, 1912	$1,898,080	$3,783	0.00199
February, 1913	1,831,765	2,160	.00118
August, 1913	1,891,614	5,000	.00264
Total and average per cent	5,621,459	10,943	.00194

	Total coke revenue.	Net decrease.	Per cent.
October, 1912	$372,658	$4,060	0.01089
February, 1913	315,361	1,351	.00428
August, 1913	353,929	12,705	.03589
Total and average per cent	1,041,948	18,116	.01738

SUMMARY.

Total merchandise revenue, year ended June 30, 1913, $48,646,108, at 1.53 per cent equals	$744,285
Actual decrease on lake coal, season April to December, 1912	279,253
Total coal revenue, less lake cargo and railway fuel, year ended June 30, 1913, $22,427,935, at 0.00194	43,510
Total coke revenue, year ended June 30, 1913, $4,363,751, at 0.01738, equals	75,842
	1,142,890
Less increase in revenue on railway fuel coal	185,371
Estimated annual decrease	957,519

EXHIBIT A.—THE BALTIMORE & OHIO R. R. Co.

[Page 16.]

Amount of increase in fiscal years indicated over fiscal year 1909 due to increased rates of pay and changes in working conditions.

[Based on application of rates in effect October, 1909, compared with those in effect in the respective years.]

Class of service.	Increase year ended—				Estimated increase year 1913 over 1910.
	June 30, 1910	June 30, 1911.	June 30, 1912.	June 30, 1913.	
Conductors:					
Passenger	$10,695.40	$34,115.40	$38,097.70	$62,104.15	$51,408.75
Through freight	16,413.25	52,353.90	57,418.80	88,706.40	72,293.15
Local and pick-up	4,047.30	12,909.85	13,202.75	15,844.80	11,797.50
Mine runs	1,700.95	5,425.50	7,298.30	17,693.30	15,992.35
Work and wreck	4,286.50	13,672.80	13,709.40	15,055.65	10,769.15
Mixed	823.90	2,628.00	2,991.45	5,141.65	4,317.75
Total	37,967.30	121,105.45	132,718.40	204,545.95	166,578.65
Trainmen:					
Passenger, baggagemen	11,313.30	37,428.35	37,359.30	53,654.70	42,341.40
Through freight, flagmen	9,349.40	30,930.90	32,294.25	53,679.40	44,330.00
Local and pickup, flagmen	3,292.85	10,893.90	10,313.00	11,929.65	8,636.80
Mine runs, flagmen	1,575.85	5,213.50	6,539.35	16,254.50	14,678.65
Work and wreck, flagmen	3,339.90	11,049.55	10,421.40	11,844.20	8,504.30
Mixed, flagmen	493.95	1,634.10	1,853.40	3,804.15	3,310.20
Helpers, pushers, flagmen	35.30	116.70	109.15	118.80	83.50
Passenger, brakemen	12,042.45	39,840.60	44,926.95	91,038.70	78,996.25
Through freight, brakemen	15,335.35	50,734.50	64,953.95	166,836.70	151,501.35
Local and pick-up, brakemen	4,386.55	14,512.25	13,700.10	15,640.10	11,253.55
Mine runs, brakemen	3,328.15	11,010.65	13,175.20	30,149.45	26,821.30
Work and wreck, brakemen	2,940.05	9,726.70	9,180.55	10,470.50	7,530.45
Mixed, brakemen	1,940.45	6,419.60	6,377.05	9,000.80	7,060.35
Switching—					
Conductors	14,465.10	75,437.50	79,263.10	92,836.53	78,371.43
Brakemen	33,763.60	187,423.05	199,335.95	235,691.90	201,928.30
Total	117,602.25	492,371.85	529,802.70	802,950.08	685,347.83
Engineers:					
Passenger	11,695.85	47,447.65	47,457.70	90,181.35	78,485.50
Through freight	26,280.25	106,613.65	153,372.90	198,114.10	171,833.85
Local and pick-up	7,016.10	28,462.95	31,634.15	61,109.70	54,093.60
Mine runs	3,412.45	13,843.70	18,557.85	44,102.80	40,690.35
Work and wreck	5,359.40	21,742.05	23,130.65	40,317.50	34,958.10
Mixed	757.55	3,073.15	3,612.20	14,075.50	13,317.95
Helpers, pushers	4,481.50	18,180.60	27,210.55	71,635.05	67,153.55
Switching	11,794.95	47,849.75	65,328.30	90,362.45	78,567.50
Electric—					
Passenger				118.45	118.45
Freight				236.90	236.90
Total	70,798.05	287,213.50	370,304.30	610,253.80	539,455.75
Firemen:					
Passenger	9,406.55	38,490.00	39,177.49	51,737.36	42,330.81
Through freight	19,028.80	77,862.50	96,666.21	122,750.12	103,721.32
Local and pick-up	4,862.60	19,896.85	21,183.15	27,531.90	22,669.30
Mine runs	2,514.65	10,289.40	11,569.90	17,353.75	14,839.10
Work and wreck	3,200.90	13,097.45	13,469.15	18,950.60	15,749.70
Mixed	612.70	2,507.15	2,632.55	4,300.90	3,688.20
Helpers, pushers	3,078.35	12,596.00	15,717.15	23,202.80	20,124.45
Switching	6,313.50	25,833.80	40,307.45	48,375.40	42,061.90
Total	49,018.05	200,573.15	240,723.05	314,202.83	265,184.78
Total, conductors and trainmen	155,569.55	613,477.30	662,521.10	1,007,496.03	851,926.48
Total, engineers and firemen	119,816.10	487,786.65	611,027.35	924,456.63	804,640.53
Operators	24,301.35	81,942.00	133,097.65	158,132.45	133,831.10
Maintenance of equipment, employees	173,174.21	615,127.84	789,544.08	1,262,206.77	1,089,032.56
Maintenance of way, employees	103,787.00	379,237.00	460,892.00	733,767.00	629,980.00
Miscellaneous (all other employees)	113,031.99	581,221.61	591,134.14	672,636.14	559,604.15
Grand total	689,680.20	2,758,792.40	3,248,216.32	4,758,695.02	4,069,014.82

Grand total increase, years 1910, 1911, 1912, and 1913, $11,455,383.92.

EXHIBIT A.—THE BALTIMORE & OHIO R. R. Co.—Continued.

Locomotive fuel consumption.

[Page 17.]

PASSENGER SERVICE.

Year ended June 30—	Coal. (A)	Cost. (B)	Revenue passengers carried 1 mile. (C)	Consumption per passenger 1 mile. (A+C)	Cost per passenger 1 mile. (B+C)
	Tons.			*Pounds.*	*Cents.*
1910	827,816	$818,715	763,448,759	2.16	0.107
1911	916,593	915,881	795,884,886	2.30	.115
1912	886,821	856,647	766,169,876	2.32	.112
1913	894,689	948,049	805,206,527	2.22	.118
1910 [1]	827,816	818,715	763,448,759	2.16	.107
1913 [1]	894,689	948,049	805,206,527	2.22	.118
Increase or decrease	66,873	129,334	41,757,768	.06	.011
Per cent	8.1	15.8	5.5	2.8	10.3

[1] Comparison year 1913 with 1910.

FREIGHT SERVICE.

[D denotes decrease.]

Year ended June 30—	Coal. (D)	Cost. (E)	Ton-miles (including company) material. (F)	Consumption per 100 ton-miles. (D+F)	Cost per 100 ton-miles. (E+F)
	Tons.			*Pounds.*	*Cents.*
1910	3,789,559	$3,716,361	12,675,482,892	60	2.9
1911	3,968,164	3,954,135	12,416,650,300	63.9	3.2
1912	3,733,947	3,603,383	13,212,891,417	56.5	2.7
1913	4,083,509	4,323,984	15,032,723,403	54.3	2.9
1910 [1]	3,780,559	3,716,361	12,675,482,892	60	2.9
1913 [1]	4,083,509	4,323,984	15,032,723,403	54.3	2.9
Increase or decrease	291,785	591,507	2,357,240,511	D 5.7	....
Per cent	7.7	15.9	18.6	D 9.5	....

[1] Comparison year 1913 with 1910.

TOTAL PASSENGER, FREIGHT, AND SWITCHING.

[D denotes decrease.]

Year ended June 30—	Coal. (G)	Cost. (H)	Consumption per 100 ton passenger-miles. (G+C+F)	Cost per 100 ton passenger-miles. (H+C+F)	Average price per per ton. (H+G)
	Tons.		*Pounds.*	*Cents.*	*Cents.*
1910	5,297.521	$5,229,266	78.8	38.9	98.7
1911	5,627.109	5,634,966	84.2	42.6	100.1
1912	5,361,078	5,202,396	76.6	37.2	97.0
1913	5,754,282	6,128,223	62.6	38.7	106.5
1910	5,297,521	5,229,266	78.8	38.9	98.7
1913 [1]	5,754,282	6,128,223	62.6	38.7	106.5
Increase or decrease	456,761	898,957	D 16.2	D .2	7.8
Per cent	8.6	17.2	D 20.6	D .5	7.9

[1] Comparison year 1913 with 1910.

EXHIBIT A.—BALTIMORE & OHIO R. R. CO.—Continued.

Locomotive fuel consumption—Continued.

INCREASED EXPENSE.

[D denotes decrease.]

Year ended June 30—	Due to—		
	Increased price.	Increased consumption.	Total increase.
1911	$73,152	$332,548	$405,700
1912	D 166,193	D 266,377	D 432,570
1913	546,657	379,170	925,827
Increase or decrease	448,834	450,123	898,957

The fuel tonnage in this statement represents actual disbursements and does not take into account inventory or other adjustments.

It will not agree with p. 113, Annual Report to the Interstate Commerce Commission, for the further reasons that it does not include fuel consumed in ballast or construction service or wood and oil consumed in any service; that coke is computed ton for ton with coal, while in Interstate Commerce report a ton of coke equals but 75 per cent of a ton of coal.

BALTIMORE & OHIO RAILROAD CO.

[Page 18.]

Increase in operating costs year ended June 30, 1913, compared with year ended June 30, 1910, due to the following factors.

Locomotive fuel (*increased price*), *$448,834.*—This result shows on the statement of "Locomotive fuel consumption," and represents the increased cost due to increased price of coal and coke consumed in revenue service.

Ties (*increased price*), *$183,390.*—This represents the increased cost due to increased price of ties laid in maintaining track.

FISCAL YEAR ENDED JUNE 30, 1913.

[D denotes decrease.]

Kind.	Number.	1913 average price.	1913 cost.	Applying 1910 prices to 1913 consumption.		Increased expense 1913 due to increased price.
				1910 average price.	Cost would have been—	
		Cents.		*Cents.*		
No. 1, oak	1,703,548	72.9	$1,241,736.81	66.0	$1,124,341.68	$117,395.13
No. 2, oak	307,100	55.3	169,872.32	49.6	152,321.60	17,550.72
No. 1, pine	151,996	84.4	128,329.05	74.1	112,629.04	15,700.01
No. 2, pine	5,636	73.9	4,164.82	64.2	3,617.67	547.15
No. 1, chestnut	130,773	47.9	62,668.26	45.6	59,632.49	3,035.77
No. 2, chestnut	68,374	38.1	26,026.22	28.6	19,554.96	6,471.26
No. 1, cedar	28,599	58.4	16,689.80	61.7	17,645.58	D 955.78
No. 2, cedar	1,540	32.0	492.45	49.7	765.38	D 272.93
No. 1, treated	315,269	75.3	237,040.34	67.6	213,121.84	23,918.50
Total	2,712,834	69.6	1,887,020.07	61.3	1,703,630.24	183,389.83

Automatic signals and interlocking appliances (*maintenance*), *$88,985.*—This shows in the annual report under operation account No. 13, "Signals for interlocking plants," and represents the increased cost of maintenance.

Boiler-inspection law, $123,180.—This represents the increased expense as compiled by the general superintendent motive power from data procured from the line of road, and the principal items entering into it are additional clerks and boiler inspectors; certificate frames and applying them in locomotives; more frequent periodical testing of steam gauges; more attention necessary in repairs of gauge cocks and other fittings; opening telltale holes in boilers; boiler makers

EXHIBIT A.—BALTIMORE & OHIO R. R. CO.—Continued.

and helpers looking after small leaks in boilers, reinforcements, etc.; maintaining extra engines in service by reason of locomotives out of service greater length of time for inspection.

Safety-appliance law, $93,160.—This represents the cost of safety devices applied to equipment during the year 1913, the expense of which was charged to maintenance. The principal items are change and renew hand brakes; running boards; sill steps; side and end ladders; roof, side, and end handholds; coupler-operating levers; provide end-ladder clearances; side-door steps; end-platform hand railings; footboards; handrails and steps on sloping tenders.

Semimonthly payment of wages, $77,508.—This represents the increased annual expense due to employing additional timekeepers on line of road, additional clerks in offices of auditor of disbursements and paymaster, and cost of necessary additional office equipment.

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4. Average train load—revenue freight: Divide "1. Total tons 1 mile, revenue freight" by "3. Train miles—freight."

5. Average train load—including company freight: Divide "2. Total tons 1 mile—including company freight" by "3. Train miles—freight."

6. Per cent loaded-car mileage: Divide "7. Loaded-car mileage" by "6. Car mileage."

9. Average number loaded cars in train: Divide "7. Loaded-car mileage" by "3. Train-mile—freight."

10. Average number empty cars in train; Divide "Empty-car mileage" by "3. Train-miles—freight."

11. Average miles per car per day: Divide "5. Total car-miles—less caboose-miles" by "Total car-days."

14. Average mileage per freight locomotive per year: Divide "13. Freight locomotive mileage" by "12. Average number locomotives in freight service."

16. Average tractive power—freight locomotives: Divide "15. Total tractive power—freight locomotives" by "12. Average number locomotives in freight service."

17. Tons 1 mile per 1,000 pounds of tractive power: Divide "2. Total tons 1 mile—including company freight" by "15. Total tractive power—freight locomotives."

19. Average capacity of freight cars: Divide "18. Total capacity of freight cars" by "Number of cars in freight-revenue service."

20. Average load, per loaded car—revenue freight: Divide "1. Total tons 1 mile—revenue freight" by "7. Loaded-car mileage."

21. Average load, per loaded car—including company freight: Divide "2. Total tons 1 mile—including company freight" by "7. Loaded-car mileage."

22. Average load, all cars—revenue freight: Divide "1. Total tons 1 mile—revenue freight" by "6. Car mileage."

23. Average load, all cars—including company freight: Divide "2. Total tons 1 mile—including company freight" by "6. Car mileage."

25. Average number cars per train: Divide "Total passenger-car mileage" by "1. Train-miles—passenger."

27. Dead weight per passenger: Divide "Weight of cars" by "Total passengers carried."

30. Average mileage per passenger locomotive per year: Divide "6. Passenger-locomotive mileage" by "5. Average number locomotives in passenger service."

EXHIBIT A.—BALTIMORE & OHIO R. R. CO.—Continued.

Statement illustrating important features in operation.

[Page 20; D denotes decrease, deficit, or debit.]

FREIGHT SERVICE.

	1909	1910		1911		1912				1913				
	Measure.	Measure.	Increase over 1909.	Measure.	Increase over 1910.	Measure.	Increase over—			Measure.	Increase over—			
							1909	1910	1911		1909	1910	1911	1912
			Per ct.		*Per ct.*		*Per ct.*	*Per ct.*	*Per ct.*		*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*
1. Total tons 1 mile—revenue freight..........tons..	10,049,280,845	12,024,583,527	19.7	11,703,539,445	D 2.7	12,490,418,797	24.3	3.7	6.7	14,313,128,233	42.4	19.0	22.3	15.6
2. Total tons 1 mile—including company freight..........tons..	10,604,575,300	12,675,482,892	19.5	12,416,650,300	D 2.0	13,212,891,417	24.6	4.2	6.4	15,032,723,408	41.8	18.6	21.1	13.8
3. Train miles—freight, miles..........	23,477,078	27,182,329	15.8	26,557,919	D 2.3	22,527,032	D 4.1	D 17.1	D 15.2	23,098,811	D 1.6	D 15.0	D 13.0	2.5
4. Average train load—revenue freight..........tons..	428.05	442.37	3.4	440.68	D .4	554.46	29.5	25.3	25.8	619.65	44.8	40.1	40.6	11.8
5. Average train load—including company freight..........tons..	451.70	466.32	3.2	467.53	.3	586.53	29.9	25.8	25.5	650.81	44.1	39.6	39.2	11.0
6. Car mileage—home and foreign..........miles..	702,991,044	797,259,545	13.4	804,486,791	.9	816,810,525	16.2	2.5	1.5	856,581,519	21.8	7.4	6.5	4.9
7. Loaded car mileage—home and foreign..........miles..	448,882,455	525,212,191	17.0	521,972,098	D .6	534,718,779	19.1	1.8	2.5	563,476,588	25.5	7.3	7.9	5.4
8. Per cent loaded car mileage..........per cent..	63.9	65.9	....	64.9	....	65.5	....	....	....	65.8	....	....	....	....
9. Average number loaded cars in train..........cars..	19.1	19.3	1.1	19.7	1.7	23.7	22.9	22.9	20.8	24.4	27.6	26.2	24.1	2.7
10. Average number empty cars in train..........cars..	9.9	9.0	D 8.4	9.7	7.0	11.5	16.2	27.7	19.4	11.7	18.8	29.7	21.2	1.6
11. Average miles per car per day..........miles..	26.5	29.6	11.7	25.6	D 13.5	28.0	6.0	D 5.4	9.4	26.2	D 1.1	D 11.5	2.3	D 6.4
12. Average number locomotives in freight service..........locomotives..	1351	1475	9.2	1633	10.7	1649	22.1	11.8	1.0	1689	25.0	14.5	3.4	2.4
13. Freight locomotive mileage..........miles..	29,147,973	34,288,713	17.6	33,636,335	D 1.9	30,415,975	4.4	D 11.3	D 9.6	31,702,321	8.8	D 7.5	D 5.7	4.2
14. Average mileage per freight locomotive per year..........miles..	21,575	23,246	7.7	20,598	D 11.4	18,445	D 14.5	D 20.7	D 10.5	18,770	D 13.0	D 19.8	D 8.9	1.8

15. Total tractive power—freight locomotives, pounds	46,300,220	51,769,306	11.8	60,317,350	16.5	63,436,941	37.0	22.5	5.2	66,331,639	43.3	28.1	10.0	4.6
16. Average tractive power—freight locomotives, pounds	34,271	35,097	2.4	36,937	5.2	38,470	12.3	9.6	4.2	39,273	14.6	11.9	6.3	2.1
17. Tons 1 mile per 1,000 pounds tractive power.....tons..	229,039	244,845	6.9	205,355	D 15.9	208,284	D 9.1	D 14.9	1.2	226,630	D 1.1	D 7.4	10.1	8.8
18. Total capacity of freight cars...............tons..	2,946,157	3,149,877	6.9	3,464,697	10.0	3,499,027	18.8	11.1	1.0	3,755,203	27.5	19.2	8.4	7.3
19. Average capacity of freight cars...............tons..	36	37	2.8	39	5.4	40	11.1	8.1	2.6	41	13.9	10.8	5.1	2.5
20. Average load, per loaded car — revenue freight, tons	22.4	22.9	2.2	22.4	D 2.1	23.4	4.3	2.0	4.2	25.4	13.4	11.0	13.3	8.8
21. Average load, per loaded car—including company freight.............tons..	23.6	24.1	2.2	23.8	D 1.4	24.7	4.6	2.4	3.8	26.7	13.0	10.6	12.2	8.0
22. Average load, all cars—revenue freight....tons..	14.3	15.1	5.6	14.5	D 4.0	15.3	7.0	1.3	5.5	16.7	16.8	10.6	15.2	9.2
23. Average load, all cars—including company freight, tons	15.1	15.9	5.3	15.4	D 3.1	16.2	7.3	1.9	5.2	17.5	15.9	10.1	13.6	8.0

PASSENGER SERVICE.

24. Train miles—passenger miles	15,821,170	16,151,340	2.1	16,369,066	1.4	16,183,927	1.7	.2	D 1.1	16,538,671	4.5	2.4	1.1	2.2
25. Average number cars per train...............cars..	5.1	5.2	2.0	5.2	....	5.3	3.9	1.9	1.9	5.4	5.9	3.9	3.9	1.9
26. Total passengers carried 1 mile.......passengers..	720,758,732	763,448,759	5.9	795,884,886	4.2	766,169,876	6.3	.4	D 3.7	805,206,527	11.7	5.3	1.2	5.1
27. Dead weight per passenger tons	7.1	7.1	....	7.2	1.4	7.6	7.0	7.0	5.6	[1] 9.3	31.0	31.0	29.2	22.4
28. Average number locomotives in passenger service.........locomotives..	334	360	7.8	358	D .6	361	8.0	.3	.8	344	3.0	D 4.4	D 3.9	D 4.7
29. Passenger locomotive mileage..........miles..	16,269,307	16,758,363	3.0	17,122,589	2.2	16,754,179	3.0	....	D 2.2	17,260,230	6.1	3.0	.8	3.0
30. Average mileage per passenger locomotive per year.............miles..	48,710	46,551	D 4.4	47,828	2.7	46,410	D 4.7	D .3	D 3.0	50,175	3.0	7.8	4.9	8.1

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[1] Based upon month of January, 1913.

BALTIMORE & OHIO EXHIBIT No. 2.

11-year financial statements and operating statements of the Baltimore & Ohio system.

[Presentation by George M. Shriver.]

1. STATEMENTS OF THE BALTIMORE & OHIO SYSTEM.

Statements and summaries entitled "The Baltimore & Ohio system" are filed.

Lines included in system statement.—The lines included in the system statement are all those now reported by the Baltimore & Ohio Railroad Co. direct to the commission, and the Staten Island Rapid Transit Railway Co. and the Staten Island Railway Co., both of which make separate reports to the commission.

Some jointly owned lines, chiefly terminal companies, such as the Washington Terminal Co., are not included.

Method of compilation.—Intercorporate ownerships and dividends on stock and interest on funded debt paid and received through such intercorporate holdings have been eliminated. The figures shown, therefore, in all cases are the results after such elimination. Adjustments have been made as noted on the statements of operation and income accounts for the purpose of proper comparison.

Revenues and expenses of outside operations since 1908 have been distributed to the respective revenue and expense accounts to afford comparison with the period prior to that year.

The lines now making separate reports to the commission—the Staten Island Rapid Transit Railway and the Staten Island Railway—have together a property investment account aggregating $6,426,000 and total operating revenue of $1,494,000.

2. STATEMENTS OF THE BALTIMORE & OHIO RAILROAD CO.

Similar statements and summaries for the Baltimore & Ohio Railroad Co., corresponding to the reports made by that company to the commission and compiled along the same general lines as the system statements, are now filed, entitled "The Baltimore & Ohio Railroad Co., No. 1." My detailed references will be confined to these last statements.

Period covered and comparisons made.—The statements cover a period of 11 years, from 1903 to 1913, inclusive. The 10 years to 1912, inclusive, are summarized in averages for two 5-year periods—one 1903 to 1907, inclusive, and one from 1908 to 1912, inclusive—and comparisons drawn between those two periods. The average of the 10-year period to 1912 is also shown. The year 1912 is shown in comparison with the 10-year average and with the year 1910, and the year 1913 is shown in comparison with 1910.

Increase in property investment.—The roads which since 1909 have been included in the reports to the commission by the Baltimore & Ohio Railroad Co., and which made separate reports prior to that date, are: The Valley Railroad Co. of Virginia; Cleveland Terminal & Valley Railroad Co.; Cleveland, Lorain & Wheeling Railway Co.; Ohio & Little Kanawha Railroad Co.; Ravenswood, Spencer & Glenville Railway Co.; and the Ripley & Mill Creek Valley Railroad Co. (Separate reports of this last road were discontinued in 1903.)

The Baltimore & Ohio Railroad Co. has acquired practically all the outstanding stock and assumed all the outstanding bonds of the corporations whose lines make up the mileage shown in the statement. Since 1909 they have all been included in the Baltimore & Ohio Co.'s operations and so reported to the commission. In making up the 11-year statements on a comparative basis, therefore, these lines were included as of 1903 and subsequent years, on the basis of their final cost to the Baltimore & Ohio Co.

In case I. C. C. 3400, this company did not make it sufficiently clear, and there was apparently some misunderstanding as to basis of its "Property investment" account. Therefore I file a statement marked "Baltimore & Ohio Railroad Co. No. 2," showing how the "Property investment" is compiled.

The statement shows the increase of property investment, 1913 over 1903, to be, in round thousands, $115,184,000, and the increase in 1913 over 1910, $56,016,000. The property investment per mile of road, which in 1903 was $92,472, in 1913 was $118,091; for all tracks it was $53,779 and $59,545, respectively. It also shows that practically the entire increase in "Property investment" in this period is due to new construction and additions to equipment.

Expansion of facilities.—In the 10 years between 1903 and 1913 the total miles of track owned increased 1,210 miles. Of this, 363 was main track, but only 32 miles was first main track, showing that there was practically no extension of lines, but a very considerable addition to the track facilities in the territory immediately served by the company's lines.

There was an increase in total tractive power of locomotives in 1913 over 1903 of 66.74 per cent and over 1910 of 22.42 per cent; and in total capacity of freight cars (tons), 1913 over 1903, 30.13 per cent, and in 1913 over 1910, 19.22 per cent.

I file statements marked "Baltimore & Ohio Railroad Co. No. 3," showing equipment acquired and cost, and "No. 3–A," giving by accounts the expenditures for construction from 1910 to 1913. These charges aggregate $36,453,000, and include the following items which make for better conditions and safety, namely:

Elimination of grade crossings	$1,554,000
Block signals and interlocking	729,000
Improved station facilities	1,803,000
Increased weight of rail	423,000
Increased weight of bridges	1,227,000

Increase in business.—The service rendered shows the following increases: Tons carried 1 mile, 1913 over 1903, 55.37 per cent, and 1913 over 1910, 19.03 per cent; passengers carried 1 mile, 1913 over 1903, an increase of 23.31 per cent, and 1913 over 1910, 5.47 per cent.

In the period 1903 to 1913 total operating revenues grew from $68,178,000 to $103,329,000, the earnings for the year 1913 being the greatest in the history of the company, and an increase of 51.56 per cent over 1903 and 14.60 per cent over 1910.

Net operating income in relation to property investment.—The net operating income, which in 1903 was $24,266,000 and in 1910, $23,999,000, in 1913 was only $23,247,000. While property investment in 1913 increased $115,184,000 over 1903 and the business handled, as reflected in operating revenues, increased $35,151,000, the net operating income decreased $1,019,000. Comparing 1913 with 1910, while the property investment increased $56,016,000 and the operating revenue increased $13,166,000, the net operating income decreased $751,000. In other words, comparing 1913 with 1903, after increasing property investment 28.66 per cent and increasing gross business 51.56 per cent, there was actually not only no return on the new investment, but an absolute shrinkage of income of over $1,000,000 compared with what it was at the begining of the period.

The decreasing return on property investment is clearly shown in the item "Per cent of return on property investment." This, which in 1903 was 6.04 per cent, reached the point of highest return in 1906, when it was 6.24 per cent; in 1910 it was 5.20 per cent; and in 1913, 4.50 per cent. For the first period of 5 years to 1907, inclusive, the per cent on property investment was 5.80 per cent, but in the second 5-year period to 1912, inclusive, it had fallen to 4.69 per cent. Compared with the average of 5.22 per cent, for the 10-year period, the 3 years 1911, 1912, and 1913 combined show an average return of 4.57 per cent.

Net corporate income in relation to capital obligations.—The total capital obligations of the company, which at June 30, 1903, were $431,018,000, at June 30, 1913, were $569,700,000. These capital obligations represent investments:

(*a*) Property investment	$517,000,000
(*b*) Working assets in excess of working liabilities	9,000,000
(*c*) Other investments (which in 1913 had a return of over 5 per cent)	82,000,000
	608,000,000

The net corporate income plus interest on funded debt—that is, the fund available for interest and dividends on existing capital and as a margin for the basis of credit—was in 1903 equal to 5.70 per cent; in 1910, 5.12 per cent; and in 1913, 4.8 per cent. For the 5-year period to 1907, inclusive, it was 5.65 per cent, and for the second 5-year period to 1912, inclusive, 4.81 per cent. Compared with the 10-year average of 5.21 per cent, the return in 1913 was only 4.78 per cent.

The decreased return on property investment and on total obligations is shown to be due chiefly to the increasing cost of operations. The operating revenues and expenses are shown in the second statement submitted, entitled "Operating revenues, expenses, and taxes."

Total operating revenue (including outside operations) in 1903, was $68,178,000; in 1913, $103,330,000. The increase in revenue in 1913 over 1903 was 51.56 per cent, and that in operating expenses 83.03 per cent.

The ratio of expenses to total operating revenue shows a tendency upward which has been particularly noticeable since 1910. This ratio, which in 1903 was 61.25 per cent and in 1910, 70.09 per cent, in 1913 was 73.96 per cent. The five-year average to 1907, inclusive, was 65.27 per cent, and the 5-year average to 1912, inclusive, was 71 per cent.

Taxes in 1913, at $3.113,000, show an increase of $643,000, or 26.05 per cent, over 1910 and 129.89 per cent over 1903.

When taxes are included, the ratio of total operating expenses to operating revenues is found to be as follows: 1903, 63.24 per cent; 1910, 72.83 per cent; 1913, 76.97 per cent.

Comparing 1913 with 1903, total operating expenses increased $34,671,000. This increase was distributed:

Maintenance of way	$7,506,000
Maintenance of equipment	9,734,000
Transportation	16,189,000
General and traffic	1,242,000

Such a wide difference on practically the same miles of road indicates not only greatly increased costs, but also enlarged facilities, as well as higher standards now required both in maintenance and transportation.

Comparing 1913 with 1910, total operating expenses increased $13,232,000. This increase was distributed:

Maintenance of way	$2,215,000
Maintenance of equipment	2,136,000
Transportation	8,119,000
General and traffic	762,000

General and traffic expenses combined increased in 1913 over 1910, $762,000, and absorbed of the operating revenue 4.23 per cent and 4 per cent in the respective years: Total maintenance expenses increased $4,351,000 and consumed 31.70 per cent of the operating revenue in 1913 and 31.51 per cent in 1910, and transportation expenses increased $8,119,000, taking 38.04 per cent of the operating revenue in 1913 and 34.60 per cent in 1910.

The increase in business, as reflected in the increase of 14.60 per cent in operating revenues, accounts for a large part of the increase in total operating expenses.

The ratio is affected also by decrease in gross revenues due to decrease in rates. It is estimated that, owing to reductions in rates and changes in classification, this company's revenues have been reduced in the fiscal year 1913 by not less than $900,000.

I file a statement marked "Baltimore & Ohio Railroad Co. No. 4," showing basis of this estimate, which is the result of a thorough examination of the waybills for the entire months of October, 1912, February, 1913, and August, 1913, and checking same against the tariffs in effect for the corresponding months of 1910.

Such increase in expenses as may not be so accounted for is in a general way indicated in the increased ratio which operating expenses bear to gross revenues. The increase of 3.87 in ratio, 1913 over 1910, equals $13,232,000. Some of the factors contributing to these increased expenses are:

Increase in wages, 1913 over 1910, due to increased rates of pay and changes in working conditions	$4,000,000
Increase in cost of locomotive fuel, due to increase of price	448,000
Increase in cost of cross-ties, due to increase of price	183,000
Increase due to various legislative acts	293,000

Tables have been prepared showing these matters, which I file, marked "Baltimore & Ohio Railroad Co. Nos. 5, 6, and 7."

The statement regarding fuel consumption shows that the total cost of fuel, 1913 compared with 1910, increased $898,000, about one-half of the increase being due to increased price, the other to increased consumption.

The table also shows that in freight service the consumption per 100 ton-miles in 1913, compared with 1910, decreased 9 per cent, the cost per 100 ton-miles being identically the same in both year, the decreased consumption entirely overcoming the increase in price.

Features in freight and passenger service.—A statement is also filed, marked "Baltimore & Ohio Railroad Co. No. 8," illustrating some of the features of operation for the years 1909 to 1913, inclusive. This statement shows that while the total tons 1 mile increase 18.60 per cent, 1913 over 1910, the freight train-miles decreased 15 per cent. Coincident with the decrease in train-miles, the average trainload of revenue freight, which was 442 tons in 1910, rose to 619 tons in 1913, or an increase of 40 per cent. The average number of loaded cars per train increased 26.4 per cent. The average miles per car per day decreased 11 per cent. The tons per loaded car-mile in 1910 was 24.1 tons, and in 1913, 26.7 tons. The average capacity of freight cars increased 10.8 per cent and the average load per loaded car (including company's freight) increased 10.8 per cent.

The effect on the Baltimore & Ohio Railroad Co.'s income for 1913 of the changes which have come about since 1910 might be summarized as follows:

By reason of reduction in rates, revenues have been decreased (which has the effect of a charge against income)		$900,000
Expenses were added to by—		
Increases in wages		4,000,000
Increase in price of ties		183,000
Increase in price of fuel		448,000
Increase due to various legislative enactments		293,000
Increase in taxes		643,000
Total expenses and taxes		6,467,000
The increase of $56,016,000 in property investment calls for an average interest charge of something over, but, say, 5 per cent per annum		2,800,000
Total		9,267,000
The surplus, after paying interest and dividends in 1910, was	$4,773,000	
And in 1913 it was	1,906,000	
Reductions of surplus		2,867,000
Showing that with improved facilities, increased supervision, and consequent increase in trainload, carload, etc., there has been overcome in the operations of the road for the year 1913 increased expenses and charges approximating		6,400,000

Baltimore & Ohio Exhibit No. 3.

SUMMARY SHOWING COMPARISONS OF REVENUES AND EXPENSES BALTIMORE & OHIO RAILROAD FOR FISCAL YEAR 1913 OVER 1910.

The Baltimore & Ohio R. R. Co. income account.

[Page 1; D denotes decrease, deficit, or debit.]

	Fiscal year ending June 30, 1910.	Ratio.	Fiscal year ending June 30, 1913.	Ratio.	Increase or decrease.	
					Amount.	Per cent.
Railway operating income:						
Rail operations—						
Freight revenue	$69,408,113	....	$80,194,490	....	$10,786,377	15.5
Passenger revenue	14,485,585	....	15,537,078	....	1,051,493	7.3
Mail revenue	1,176,844	....	1,205,159	....	28,315	2.4
Express revenue	1,715,157	....	1,909,552	....	194,395	11.3
Other transportation revenue	1,327,726	....	1,687,954	....	360,228	27.1
Revenue from other than transportation	787,827	....	1,021,899	....	234,072	29.7
Total operating revenue	88,901,252	....	101,556,132	....	12,654,880	14.2
Operating expenses:						
Maintenance of way	11,661,410	13.12	14,019,620	13.80	2,358,210	20.2
Maintenance of equipment	16,373,776	18.42	18,323,210	18.04	1,949,434	11.9
Traffic	1,877,204	2.11	2,026,274	2.00	149,070	7.9
Transportation	29,738,992	33.45	37,274,397	36.70	7,535,405	25.3
General	1,682,419	1.89	2,136,137	2.10	453,718	27.0
Total operating expenses	61,333,801	68.99	73,779,638	72.64	12,445,837	20.3
Net revenue rail operations	27,567,451	....	27,776,494	....	209,043	.8
Outside operations:						
Total revenues	1,262,149	....	1,773,861	....	511,712	40.5
Total expenses	1,861,782	....	2,648,172	....	786,390	42.2
Net revenue—outside operations	D 599,634	....	D 874,311	....	D 274,677	45.8
Net railway operating revenue	26,967,818	....	26,902,183	....	D 65,635	D .2
Tax accruals	2,469,964	....	3,113,382	....	643,418	26.0
Railway operating income	24,497,854	....	23,788,801	....	D 709,053	D 2.9
Other income:						
Joint facilities—Cr	495,521	....	603,880	....	108,359	21.9
Miscellaneous rents—Cr	466,974	....	461,618	....	D 5,361	D 1.1
Other income	3,255,403	....	4,146,712	....	891,309	27.4
Total other income	4,217,898	....	5,212,205	....	994,307	23.6
Gross income	28,715,752	....	29,001,006	....	285,254	1.0
Deductions from gross income:						
Hire of equipment—debit balance	437,653	....	627,139	....	189,486	43.3
Joint-facility rent deductions	853,377	....	849,687	....	D 3,690	D .4
Miscellaneous rent deductions	170,298	....	129,965	....	D 40,333	D 23.7
Interest deduction for funded debt	10,644,868	....	13,837,799	....	3,192,931	30.0
Miscellaneous deductions (all other items)	361,968	....	174,306	....	D 187,662	D 51.8
Total deductions	12,468,165	....	15,618,896	....	3,150,731	25.3
Net income	16,247,587	....	13,382,111	....	D 2,865,476	D 17.6
Disposition of net income:						
Dividend appropriation of income—						
Preferred stock, 4 per cent	2,355,675	....	2,354,891	....	D 784	D .03
Common stock, 6 per cent	9,118,536	....	9,120,976	....	2,440	.03
Total appropriations	11,474,211	....	11,475,867	....	1,656	.01
Income balance	4,773,376	....	1,906,244	....	D 2,867,132	D 60.1

BALTIMORE & OHIO EXHIBIT No. 3—Continued.

SUMMARY OF INCREASE AND DECREASE 1913 OVER 1910.

	Amount.	Per cent.
Gross operating revenue	$12,634,879	14.2
Passenger-train revenue	$1,051,488	7.3
Freight-train revnue	$10,786,377	15.5
Passenger train-miles	387,331	2.4
Passengers 1 mile	41,757,768	5.3
Revenue tons 1 mile	2,288,544,706	19.0

NOTE.—Increase in rates of pay will not agree with Exhibit A, as figures shown in this exhibit were based on total pay roll, while figures shown on following sheets were based on disbursement accounts.

GENERAL EXPENSES.

Amount:		
1910		$1,662,419
1913		2,136,137
Increase		453,718
Ratio		0.21
Per cent		27.07
The increase in ratio is equivalent to		$216,726
Items contributing to this increase:		
Salaries and expenses of general officers	$66,707	
Increase in rates of pay of clerks and attendants	107,054	
Transfer of account work from departments to general office	31,730	
Installation of new forms and supplies account of adoption of daily system of accounting, throwing additional work to general office and relieving agencies	69,746	
Printing stocks and bonds and expenses account of convertible bond issue, etc	65,957	
Expenses in connection with new loss and damage bureau established to investigate claims and reasons therefor, with a view to overcoming causes	21,224	
Expenses account of revaluation	18,063	
Employees' magazine to inform and interest employees as to railroad business	9,827	
Increase in pensions paid	19,050	
		409,358

TRAFFIC EXPENSES.

Amount:	
1910	1,877,204
1913	2,026,274
Increase	149,070
Ratio (decrease)	0.10
Per cent	1.9
On the same ratio basis as 1910, decrease is equivalent to	$106,405
Increase due to outside agencies	142,419

MAINTENANCE OF WAY EXPENSES.

Amount:		
1910		$11,661,410
1913		14,019,620
Increase		2,358,210
Ratio		0.68
Per cent		20.2
Increase in ratio is equivalent to		$685,100
Increase rates of pay, etc	[1] $569,842	
Increase directly allocated to flood expense	518,059	
Increase price of ties	183,390	
Increase price of rail	114,564	
Maintenance additional interlocking and automatic signals	53,224	
		1,439,079

		Number.	Per cent.
Increase ties		497,708	22.0
Increase stone ballast	tons	261,550	54.0
Rail laid decreased:			
New	do	2,800	4.2
Repair	do	10,900	31.3

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[1] Will not agree with Exhibit A, rates of pay.

Baltimore & Ohio Exhibit No. 3—Continued.

MAINTENANCE OF EQUIPMENT EXPENSES.

Amount:		
1910		$16,373,776
1913		18,323,210
Increase		1,949,434
Ration (decrease)		0.38
Per cent		11.9
On basis of same ratio as 1910, decrease is equivalent to		382,429
Increase due to rates of pay	$799,054	
Increase due to superintendence	83,360	
Increase due to flood expense	41,391	
Increase due to equipment put out of service and rebuilt	809,078	
Repairs	[1] 534,793	
Depreciation	994,489	
		2,192,579

Increase account.	Repairs.	Renewals.	Depreciation.	Total.
Locomotive	$830,781	$282,575	$377,390	$1,490,746
Passenger car	28,092	1,550	44,093	73,735
Freight car	[1] 684,162	441,378	562,541	319,757
Work car	52,506	71,477	9,486	133,469
Total	227,217	796,980	993,510	2,017,707

TRANSPORTATION EXPENSES.

Amount:		
1910		$29,738,993
1913		37,274,397
Increase		7,535,405
Ratio		3.24
Per cent		25.3
The increase of 3.24 in ratio is equivalent to		$3,808,648
Increases contributing to this figure are:		
Superintendence, account increased supervision	$288,704	
Increases due to changed rates of pay and working conditions	[2] 2,171,697	
Increases due to increased price of fuel	448,834	
Increases due to detouring trains account Sand Patch Tunnel cave-in and floods	194,578	
Increases due to cleaning, heating, lighting, icing and watering, and other expenses on passenger cars, account demand for better service	92,735	
Increases due to amounts paid to employees on safety committee	4,802	
Increases due to conference committee of managers, New York, on wage matters	27,547	
Increases due to bureau of explosives	1,699	
Increases due to interlocking, block signals, etc	55,375	
Increases due to crossing protection—flagmen, supplies, and lighting of	22,085	
		3,308,056
The economies of increased train load, with the attendant change in operating conditions, no doubt resulted in additional damage to shipments, as the loss and damage expenses increased out of proportion to the earnings. This amount was largely contributed to by reason of a more exacting public requiring the railroad company to pay for every loss and damage where formerly claims were not presented in many instances, and in many cases the railroads were allowed relatively low prices in making settlement.		599,275
Injuries to persons increased out of proportion to the revenue largely due to broader liability to employees under new statutes		201,922
		4,109,253

EFFECT OF REDUCTION IN RATE PER TON-MILE.

As indicated by the per cent of increased revenue and ton-miles, it is evident the revenue did not increase in proportion to the tonnage handled, a decrease of 0.017 cent per ton-mile earned, and on the assumption that the character of traffic would not affect the average, the loss in revenue is equivalent to	$2,483,022
It is estimated that the actual rate decrease, however, represents in earnings a loss of (which, if included in 1915 revenue, would have resulted in a ratio of 71.96 compared with 72.64)	957,519

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[1] Decrease.

[2] Will not agree with Exhibit A, rates of pay.

Baltimore & Ohio Exhibit No. 4.

SUMMARY SHOWING COMPARISON OF REVENUES AND EXPENSES BALTIMORE & OHIO RAILROAD FOR FISCAL YEARS 1913–1912.

The Baltimore & Ohio R. R. Co.—Income account.

[Page 1; D denotes decrease or deficit.]

	Fiscal year ending June 30, 1912.	Ratio.	Fiscal year ending June 30, 1913.	Ratio.	Increase or decrease.	
					Amount.	Per cent.
Railway operating income:						
Rail operations:						
Freight revenue	$72,465,544	....	$80,194,490	....	$7,728,946	10.7
Passenger revenue	14,754,912	....	15,537,078	....	782,166	5.3
Mail revenue	1,120,162	....	1,205,159	....	84,997	7.6
Express revenue	1,746,703	....	1,909,552	....	162,849	9.3
Other transportation revenue	1,570,797	....	1,687,954	....	117,157	7.5
Revenue from other than transportation	936,204	....	1,021,899	....	85,695	9.2
Total operating revenue	92,594,323	....	101,556,132	....	8,961,809	9.7
Operating expenses:						
Maintenance of way	11,365,454	12.3	14,019,620	13.8	2,654,165	23.4
Maintenance of equipment	16,651,534	18.0	18,323,210	18.0	1,671,676	10.0
Traffic	1,950,599	2.1	2,026,274	2.0	75,675	3.9
Transportation	32,751,234	35.3	37,274,397	36.7	4,523,163	13.8
General	1,990,716	2.2	2,136,137	2.1	145,421	7.3
Total operating expenses	64,709,538	69.9	73,779,638	72.6	9,070,100	14.0
Net revenue—rail operations	27,884,785	....	27,776,494	....	D 108,292	D .4
Outside operations:						
Total revenue	1,446,272	....	1,773,861	....	327,589	22.7
Total expenses	2,112,912	....	2,648,172	....	535,260	25.3
Net revenue—outside operations	D 666,640	....	D 874,311	....	D 207,671	31.2
Total net revenue	27,218,145	....	26,902,183	....	D 315,963	D 1.2
Tax accruals	2,783,195	....	2,960,905	....	177,710	6.4
Railway operating income	24,434,950	....	23,941,278	....	D 493,673	D 2.0
Other income:						
Joint facilities	578,797	....	603,880	....	25,083	4.3
Miscellaneous rents	370,863	....	461,613	....	90,751	24.5
Other income	3,393,233	....	4,146,713	....	753,480	22.2
Total other income	4,342,892	....	5,212,206	....	869,314	20.0
Gross income	28,777,843	....	29,153,484	....	375,641	1.3
Deductions from gross income:						
Hire of equipment—Dr. balance	528,554	....	627,139	....	98,584	18.7
Miscellaneous rent deductions	859,727	....	849,687	....	D 10,040	D 1.2
Interest deductions—funded debt	13,028,454	....	13,837,799	....	809,345	6.2
Miscellaneous deductions (all other items)	420,657	....	456,748	....	36,092	8.6
Total deductions	14,837,391	....	15,771,372	....	933,981	6.3
Net income	13,940,452	....	13,382,111	....	D 558,340	D 4.0
Disposition of net income:						
Dividend appropriation of income—Preferred stock, 4 per cent	2,355,059	....	2,354,891	....	D 167	D .01
Common stock, 6 per cent	9,121,073	....	9,120,976	....	D 97	....
Total appropriations	11,476,131	....	11,475,867	....	D 264	....
Income balance	2,464,321	....	1,906,244	....	D 558,076	D 22.7

BALTIMORE & OHIO EXHIBIT No. 4—Continued.

SUMMARY OF INCREASE AND DECREASE, 1913 OVER 1912.

	Amount.	Per cent.
Gross operating revenue	$8,961,808.75	9.7
Passenger train revenue	$782,166.12	5.3
Freight train revenue	$7,728,945.67	10.7
Passenger train-miles	354,744	2.2
Passengers 1 mile	39,086,651	5.1
Revenue tons 1 mile	1,822,709,436	14.6

NOTE.—Increase in rates of pay will not agree with Exhibit A, as figures shown in this exhibit were based on total pay roll, while figures shown on the following sheets were based on disbursement accounts.

GENERAL EXPENSES.

Amount:		
1912		$1,990,715.89
1913		2,136,137.08
Increase		145,421.19
Ratio (decrease)		0.1
Per cent		7.6
The decrease in ratio is equivalent to (decrease)		$101,556
Items contributing to the increase over 1912:		
Printing stocks and bonds and expense in connection with convertible bond issue, etc	$74,777	
Pay roll connected with new loss and damage bureau established to investigate claims and reasons thereof, with view to arriving at causes	18,332	
Expenses account of revaluation	18,063	
Employees' magazine to inform and interest employees as to railroad business	9,827	
Increase in pensions paid	56,771	
		177,770

TRAFFIC EXPENSES.

Amount:		
1912		$1,950,599
1913		2,026,274
Increase		75,675
Ratio (decrease)		0.1
Per cent		3.9
On the same basis as 1912, decrease is equivalent to (decrease)		$101,556
Items contributing to the increase over 1912:		
Outside agencies	$68,089	
Advertising account of flood	3,976	
		72,065

MAINTENANCE OF WAY EXPENSES.

Amount:		
1912		$11,365,454
1913		14,019,620
Increase		2,654,166
Ratio		1.5
Per cent		23.35
Increase in ratio is equivalent to		$1,523,341
Items contributing to this increase:		
Increase in rates of pay, roadway and track	$122,608.	
Repairs to Sand Patch, Cambridge, and Kings Tunnels	27,660	
Signal and interlocking plants	59,963	
Buildings, fixtures and grounds	422,329	
Increased supervision	20,453	
Tie renewals	432,298	
Extraordinary expenditure account of flood	518,059	
		1,603,369

	Amount.	Per cent.
Increased ties	632,000	30.3
Tons stone ballast	288,583	75.5
Tons new rail	14,622	29.4
Tons repair rail	10,427	41.5

Baltimore & Ohio Exhibit No. 4—Continued.

MAINTENANCE OF EQUIPMENT EXPENSES.

Amount:	
1912	$16,651,534
1913	18,323,210
Increase	1,671,676
Ratio	0.0
Per cent	10.04

There was no increase in ratio.
Items contributing to the increase in expense over 1912:

Increased rates of pay	$240,351
Increased supervision	28,749
Equipment lost and damaged by flood	41,391
Equipment put out of service and rebuilt	479,295
Report account output, including shop machinery and tools	683,192
Depreciation	211,556
	1,674,534

[D denotes decrease.]

Increase account of—	Repairs.	Renewals.	Depreciation.	Total.
Locomotive	$757,326	$250,914	$100,067	$1,108,307
Passenger cars	D 33,020	D 5,128	24,956	D 13,192
Freight cars	84,441	163,883	75,843	324,167
Work cars	46,735	59,984	8,430	115,149
Total	855,482	469,653	209,296	1,534,431

TRANSPORTATION EXPENSES.

Amount:		
1912		$82, 751, 234
1913		87, 274, 397
Increase		4, 523, 163
Ratio		1. 4
Per cent		13. 8
The increase of 1.4 per cent ratio is equivalent to		$1, 421, 785
Items contributing to this increase:		
Increased supervision	$46, 828	
Changed rates of pay and working conditions	773, 557	
Increased price of fuel	546, 657	
Detouring trains account Sand Patch Tunnel and floods	177, 782	
Conference committee of managers at New York on wage matters	22, 188	
		$1, 566, 462
The economies of increased trainload, with the attendant changes in operating conditions no doubt resulted in additional damage to shipments, as the loss and damage expenses increased out of proportion to the earnings		344, 978

This amount was largely contributed to by reason of a more exacting public requiring the railroad company to pay for every loss and damage where formerly claims were not presented in many instances and in the majority of cases the railroads were allowed the very lowest price in making settlement.

EFFECT OF REDUCTION IN RATE PER TON-MILE, 1913 OVER 1912.

As indicated by the per cent of increased revenue and ton-miles, it is evident that the revenue did not increase in proportion to the tonnage handled (0.020 per ton-mile earned), and, on the assumption that the character of traffic would not affect the average, the loss in revenue is equivalent to	$2, 862, 625

BALTIMORE & OHIO EXHIBIT No. 5.

SUMMARY SHOWING COMPARISON OF REVENUES AND EXPENSES BALTIMORE & OHIO RAILROAD FOR FISCAL YEARS 1910–1909.

The Baltimore & Ohio R. R. Co. income account.

[D denotes decrease.]

	Fiscal year ending June 30, 1910.	Ratio.	Fiscal year ending June 30, 1909.	Ratio.	Increase or decrease.	
					Amount.	*Per cent.*
Railway operating income:						
Freight traffic	$69,408,113	....	$58,355,112	....	$11,053,001	18.9
Passenger traffic	14,485,585	....	13,551,238	....	934,347	6.9
Express traffic	1,715,157	....	1,523,617	....	191,540	12.6
Transportation mail	1,176,844	....	1,255,967	....	D 79,123	6.3
Miscellaneous transportation	1,327,726	....	1,038,037	....	289,690	27.9
Operations other than transportation	787,827	....	688,886	....	98,942	14.4
Gross earnings	88,901,252	....	76,412,856	....	12,488,396	16.3
Operating expenses:						
Maintenance of way	11,661,410	13.12	9,694,560	12.69	1,966,850	20.3
Maintenance of equipment	16,373,776	18.42	11,810,507	15.46	4,563,269	38.6
Traffic	1,877,204	2.11	1,717,388	2.25	159,815	9.3
Transportation	29,738,992	33.45	26,348,969	34.47	3,392,023	12.9
General	1,682,419	1.89	1,594,557	2.09	87,863	5.5
Total operating expenses	61,333,801	68.99	51,163,981	66.96	10,169,820	19.9
Net revenue from operations	27,563,452	....	25,248,875	....	2,318,576	9.2
Outside operations:						
Revenues	1,262,149	....	1,150,594	....	111,555	9.7
Expenses	1,861,782	....	1,689,843	....	171,939	10.2
Net revenues	D 599,634	....	D 539,249	Inc.	D 60,584	11.1
Total net revenue	26,967,818	....	24,709,626	....	2,258,192	9.1
Taxes accrued	2,469,964	....	2,271,576	....	198,388	8.7
Operating income	24,497,854	....	22,438,050	....	2,059,803	9.2
Other income:						
Rents—joint facilities	495,521	....	548,173	....	D 52,652	D 9.6
Rents, miscellaneous	466,974	....	500,528	....	D 33,554	D 6.7
Dividends on stock	1,541,777	....	1,453,852	....	87,926	6.1
Interest on bonds	202,968	....	205,900	....	D 2,932	D 1.4
Other interest	1,381,863	....	526,076	....	855,787	162.7
Western Union annuity	60,000	....	60,000	....	....	....
Miscellaneous	68,794	....	52,729	....	16,065	30.5
Total	4,217,898	....	3,347,257	....	870,641	26.0
Gross corporate income	28,715,752	....	25,785,307	....	2,930,444	11.4
Deductions:						
Hire of equipment—net balance	437,653	....	210,138	....	227,515	108.3
Joint facilities	853,377	....	923,990	....	D 70,613	D 7.6
Miscellaneous rents	170,299	....	146,099	....	24,200	16.6
Interest funded debt	10,644,868	....	10,180,463	....	464,405	4.6
Other interest	353,002	....	587,420	....	D 234,418	D 39.9
Subsidiary lines	8,966	....	1,192	....	7,774	652.2
Total	12,468,165	....	12,049,302	....	418,863	3.5
Net corporate income	16,247,587	....	13,736,006	....	2,511,581	18.3
Preferred stock, 4 per cent	2,355,675	....	2,400,000	....	D 44,325	D 1.9
Common stock, 6 per cent	9,118,536	....	9,130,550	....	D 12,014	D .1
Total	11,474,211	....	11,530,550	....	D 56,339	D .5
Income balance	4,773,376	....	2,205,456	....	2,567,920	116.0

SUMMARY OF INCREASE AND DECREASE 1910 OVER 1909.

	Amount.	Per cent.
Gross operating revenue	$12,488,396	16.3
Passenger train revenue	$934,347	6.9
Freight train revenue	$11,053,001	18.9
Passenger train-miles	330,170	2.1
Passengers 1 mile	42,690,027	5.9
Revenue tons 1 mile	1,975,302,682	19.7

NOTE.—Increase in rates of pay will not agree with exhibit "A," as figures shown in this exhibit were based on total pay roll, while figures shown on following sheets were based on disbursement accounts.

BALTIMORE & OHIO EXHIBIT No. 5—Continued.

GENERAL EXPENSES.

Amount:		
1909		$1, 594, 557
1910		1, 682, 419
Increase		87, 863
Ratio (decrease)		0. 20
Per cent		5. 5
The decrease in ratio is equivalent to		$176, 617. 00
Items contributing to comparative increase:		
Counsel fees—court costs, etc	$14, 900. 81	
Increase in pensions paid	4, 390. 68	
Stocks and bonds—printing	5, 553. 40	
New typewriters and machines	27, 009. 94	
		51, 854. 83

TRAFFIC EXPENSES.

Amount:		
1909		$1, 717, 388
1910		1, 877, 204
Increase		159, 815
Ratio (decrease)		0. 14
Per cent		9. 31
Decreased ratio is equivalent to		$123, 068. 00
Items contributing to comparative increase:		
Outside agencies	$88, 832. 95	
Reissue of tariffs to comply with law	42, 642. 22	
		131, 475. 17

MAINTENANCE OF WAY EXPENSES.

Amount:		
1909		$9,694,560
1910		11,661,410
Increase		1,966,850
Ratio		0.43
Per cent		20.29
Increase in ratio is equivalent to		$382,279
Items contributing to this increase:		
Increase in wages	$94,237	
Removal of snow, sand, and ice	111,864	
Interlocker plants and automatic signals	21,562	
		227,663

Increase in maintenance work over 1909:

	Amount.	Per cent.
Increased ties	30,493	14.4
Increased tons new rail	30,969	85.5
Increased tons repair rail	21,872	86.0

MAINTENANCE OF EQUIPMENT.

Amount:		
1909		$11,810,507
1910		16,373,776
Increase		4,563,269
Ratio		2.98
Per cent		38.64
Increase in ratio is equivalent to		$2,631,477
Items contributing to this increase:		
Increased rates of pay	$101,641	
Special expense account labor trouble	130,417	
Depreciation account increased value of equipment	746,646	
Increased supervision	24,271	
Locomotive repairs account heavier work	1,700,000	
Freight-car repairs account heavier work	1,360,283	
Shop machinery and tools as reflected in locomotive and freight car repairs	164,447	
		4,227,705

[D denotes decrease.]

Increase account of—	Repairs.	Renewals.	Depreciation.	Total.
Locomotives	$1,758,177	$3,826	$217,416	$1,979,419
Passenger cars	127,220	D 3,452	28,499	152,267
Freight cars	1,392,254	150,022	477,561	2,019,837
Work cars	20,132	722	20,548	41,402
Total	3,297,783	151,118	744,024	4,192,925

BALTIMORE & OHIO EXHIBIT No. 5—Continued.

TRANSPORTATION EXPENSES.

Amount:		
1909		$26,346,969
1910		29,738,993
Increase		$3,393,023
Ratio (decrease)		1.02
Per cent		12.9
The decrease of 1.02 in ratio is equivalent to		$905,183
Increases contributing to increase over 1909:		
Increase in wage rates	$333,856	
Increased price locomotive fuel	73,152	
Interlocking, block and other signals	35,227	
		442,235

EFFECT OF REDUCTION IN RATE PER TON-MILE 1910 OVER 1909.

As indicated by the per cent of increased revenue and ton-miles, it is evident the revenue did not increase in proportion to the tonnage handled, a decrease of 0.004 cents per ton-mile earned and on the assumption that the character of traffic would not affect the average, the loss in revenue is equivalent to	$480,983

MAXWELL EXHIBIT No. 1.

[All *italic* figures in this exhibit appear in red ink in the original.]

STATEMENTS OF OPERATION OF CENTRAL FREIGHT ASSOCIATION ROADS FOR THE FISCAL YEARS 1908 TO 1913 INCLUSIVE.

Mileage of Central Freight Association roads.

[Page 3.]

ROADS FOR WHICH COMPLETE STATISTICS ARE SHOWN.

GROUP 1.

Roads.	Mileage operated.	Mileage in Central Freight Association territory.	Mileage outside Central Freight Association territory.
Ann Arbor R. R.	292	292	
Bessemer & Lake Erie R. R.	204	204	
Chesapeake & Ohio Ry. of Indiana	285	285	
Chicago & Alton R. R.	1,026	762	264
Chicago & Eastern Illinois R. R.	1,275	1,275	
Chicago & Erie R. R.	270	270	
Chicago, Indiana & Southern R. R.	359	359	
Chicago, Indianapolis & Louisville Ry.	617	617	
Chicago, Peoria & St. Louis R. R.	255	255	
Chicago, Terre Haute & Southeastern Ry.	351	351	
Cincinnati, Hamilton & Dayton Ry.	1,015	1,015	
Cincinnati Northern R. R.	245	245	
Cleveland, Cincinnati, Chicago & St. Louis Ry.	2,014	2,014	
Detroit & Mackinac Ry.	418	418	
Detroit & Toledo Shore Line R. R.	79	79	
Detroit, Grand Haven & Milwaukee Ry.	191	191	
Detroit, Toledo & Ironton Ry.	441	441	
Grand Rapids & Indiana Ry.	578	578	
Grand Trunk Western Ry.	347	347	
Hocking Valley Ry.	352	352	
Illinois Central R. R.	4,765	2,137	2,628
Kanawha & Michigan Ry.	177	177	
Lake Erie & Western R. R.	906	906	
Lake Shore & Michigan Southern Ry.	1,872	1,872	
Michigan Central R. R.	1,817	1,817	
New York, Chicago & St. Louis R. R.	565	565	
Pennsylvania Co.	1,751	1,751	
Peoria & Eastern Ry.	352	352	
Pere Marquette R. R.	2,330	2,330	
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	1,472	1,472	
Pittsburgh & Lake Erie R. R.	223	223	
Toledo & Ohio Central Ry.	443	443	
Toledo, Peoria & Western Ry.	248	248	
Toledo, St. Louis & Western R. R.	451	451	
Vandalia R. R.	910	910	
Wabash R. R.	2,515	1,656	859
Wheeling & Lake Erie R. R.	459	459	
Wabash Pittsburg Terminal Ry.	67	67	
Total	31,937	28,186	3,751

MAXWELL EXHIBIT No. 1—Continued.

ROADS FOR WHICH COMPLETE STATISTICS ARE SHOWN—Continued.

GROUP 2.

Roads.	Mileage operated.	Mileage in Central Freight Association territory.	Mileage outside Central Freight Association territory.
Baltimore & Ohio R. R	4,455	2,443	2,012
Erie R. R	1,988	599	1,389
Total	6,443	3,042	3,401

GROUP 3.

Roads.	Mileage operated.	Mileage in Central Freight Association territory.	Mileage outside Central Freight Association territory.
Ann Arbor R. R	292	292	....
Chesapeake & Ohio Ry. of Indiana	285	285	....
Chicago & Alton R. R	1,026	762	264
Chicago & Eastern Illinois R. R	1,275	1,275	....
Chicago & Erie R. R	270	270	....
Chicago, Indiana & Southern R. R	359	359	....
Chicago, Indianapolis & Louisville Ry	617	617	....
Chicago, Peoria & St. Louis R. R	255	255	....
Chicago, Terre Haute & Southeastern Ry	351	351	....
Cincinnati, Hamilton & Dayton Ry	1,015	1,015	....
Cincinnati Northern R. R	245	245	....
Cleveland, Cincinnati, Chicago & St. Louis Ry	2,014	2,014	....
Detroit & Mackinac Ry	418	418	....
Detroit & Toledo Shore Line R. R	79	79	....
Detroit, Grand Haven & Milwaukee Ry	191	191	....
Detroit, Toledo & Ironton Ry	441	441	....
Grand Rapids & Indiana Ry	578	578	....
Grand Trunk Western Ry	347	347	....
Illinois Central R. R	4,765	2,137	2,628
Lake Erie & Western R. R	906	906	....
New York, Chicago & St. Louis R. R	565	565	....
Peoria & Eastern Ry	352	352	....
Pere Marquette R. R	2,330	2,330	....
Toledo, Peoria & Western Ry	248	248	....
Toledo, St. Louis & Western R. R	451	451	....
Vandalia R. R	910	910	....
Wabash R. R	2,515	1,656	859
Wabash Pittsburg Terminal Ry	67	67	....
Total	23,167	19,416	3,751

SUMMARY.

Roads.	Mileage operated.	Mileage in Central Freight Association territory.	Mileage outside Central Freight Association territory.
Group1	31,937	28,186	3,751
Group 2	6,443	3,042	3,401
Group 3	23,167	19,416	3,751
Total	38,380	31,228	7,152

Group 1 includes Group 3.

SMALL ROADS FOR WHICH REPRESENTATIVE FIGURES ONLY ARE PRESENTED.

GROUP IV.—ROADS WITH LESS THAN $1,000,000 GROSS REVENUES.

Roads.	Mileage.	Roads.	Mileage.
Akron, Canton & Youngstown	10	Illinois Terminal	26
Arcadia & Betsey River	21	Jamestown, Chautauqua & Lake Erie	39
Boyne City, Gaylord & Alpena	100	Kalamazoo, Lake Shore & Chicago	50
Central Indiana	127	Lorain & West Virginia	35
Chicago & Illinois Midland	25	Lorain, Ashland & Southern	25
Chicago & Wabash Valley	37	Manistee & Grand Rapids	72
Chicago, Kalamazoo & Saginaw	55	Manistee & Northeastern	184
Chicago, Mulwaukee & Gary	127	Marietta, Columbus & Cleveland	48
Cincinnati, Bluffton & Chicago	52	Montour	18
Cincinnati, Lebanon & Northern	45	New Jersey, Indiana & Illinois	12
Columbus & Southern	23	Ohio Electric (steam)	42
Dayton & Union	47	Ohio River & Western	112
Dayton, Lebanon & Cincinnati	30	Ohio Southeastern	104
Detroit & Charlevoix	52	Oil Belt	25
Detroit, Bay City & Western	40	Pittsburg, Lisbon & Western	25
Dunkirk, Allegheny Valley & Pittsburg	91	Pittsburg, Chartiers & Youghiogheny	24
East Jordan & Southern	34	St. Joseph Valley	50
Grand Trunk Lines, viz:		Tionesta Valley	90
Chicago, Detroit & Canada (Grand Trunk Junction)	60	Wabash, Chester & Western	65
Cincinnati, Saginaw & Mackinaw	58	Western Allehgeny	50
Pontiac, Oxford & Northern	101	West Side Belt	22
Michigan Air Line	106	Youngstown & Ohio River	37
Toledo, Saginaw & Muskegon	96	Zanesville & Western	90
Illinois Southern	138	Total mileage	2,729

MAXWELL EXHIBIT No. 1—Continued.

ROADS WHOSE FIGURES ARE OMITTED.

GROUP V.—ROADS HAVING MAJOR INTERESTS IN OTHER TERRITORIES.

Roads.	Mileage in Central Freight Association territory.	Mileage operated.
Chicago, Burlington & Quincy R. R. (south of Bushnell)	453	9,128
Louisville & Nashville	223	4,92
Mobile & Ohio [1]	168	1,122
Norfolk & Western	277	2,085
St. Louis, Iron Mountain & Southern	239	3,865
St. Louis-Southwestern [2]	130	906
Southern	402	7,087
Total	1,892	28,516

[1] Cairo, Ill., only point affected. [2] Thebes, Ill., only point affected.

GRAND SUMMARY.

GROUP VI.—SWITCHING OR TERMINAL COMPANIES.

	Statements cover—		Mileage in territory.	
	Miles.	Per cent.	Miles.	Per cent.
Group 1	31,937	77.7	28,186	78.6
Group 2	6,443	15.7	3,042	8.5
Group 3	23,167	56.3	19,416	51.5
Group 4	2,729	6.6	2,729	7.6
Group 5	....	....	1,892	5.3
Total	41,109	100.0	35,849	100.0

Group 1 includes group 3.

Statement of mileage and population in official classification territory.

[Page 4.]

CENTRAL FREIGHT.

	Area.	Population (1910).	Population per square mile.	Miles of road June 30, 1910.	Population per mile of road.	Square miles per mile of road.
	Sq. miles.					
Illinois	56,443	5,638,591	100.61	11,878.34	474.70	4.75
Indiana	36,043	2,700,876	74.52	7,420.14	363.99	4.85
Michigan (excluding Upper Peninsula)	41,149	2,484,545	60.38	7,430.20	334.39	5.53
Ohio	40,240	4,767,121	118.46	9,134.46	521.88	4.41
Pennsylvania (10 counties) [1]	7,248	1,733,930	239.23	1,254.00	1,382.78	5.78
New York (3 counties) [1]	3,446	700,080	206.04	450.00	1,555.62	7.65
West Virginia (3 counties) [1]	1,682	96,168	57.17	94.00	1,023.06	17.90
St. Louis	....	687,029	....	....	....	....
Louisville	....	233,928	....	....	....	....
Subtotal	186,251	19,042,218	122.07	37,661.14	506.47	4.95
Ontario (18 counties) [1]	11,943	[2] 1,262,785	105.76	1,879.70	675.28	6.38
Total	198,194	20,305,003	102.49	39,540.84	513.53	5.01

[1] Figures cover counties lying in Central Freight Association territory.
[2] 1911 Census.

MAXWELL EXHIBIT No. 1—Continued.

Statement of mileage and population in official classification territory—Continued.

TRUNK LINE.

	Area.	Population (1910).	Population per square mile.	Miles of road June 30, 1910.	Population per mile of road.	Square miles per mile of road.
	Sq. miles.					
Delaware	1,965	202,232	102.96	334.81	604.29	5.87
District of Columbia	60	331,069	5,517.82	35.97	9,204.08	1.67
Maryland	9,941	1,295,346	130.30	1,426.45	908.09	6.97
New Jersey	7,514	2,537,167	337.66	2,260.49	1,122.40	3.32
New York	47,654	9,113,614	191.25	8,429.77	1,081.12	5.65
Pennsylvania	44,932	7,665,111	170.97	11,290.17	678.92	3.98
Total	112,066	21,144,629	207.16	23,777.66	889.26	4.71
NEW ENGLAND.						
Connecticut	4,820	1,114,756	231.28	1,000.14	1,114.60	4.82
Maine	29,895	742,371	24.83	2,248.06	330.23	13.29
Massachusetts	8,039	3,366,416	418.76	2,115.21	1,591.53	3.80
New Hampshire	9,031	430,572	47.68	1,245.93	345.58	7.24
Rhode Island	1,053	428,556	406.99	212.14	2,020.16	4.97
Vermont	9,124	355,956	39.01	1,100.48	323.46	8.29
New York (4 counties) [1]	2,336	316,786	135.61	149.00	212.60	15.68
New York City	....	4,766,883	....	....	....	....
Total	64,298	11,205,510	174.27	8,070.96	1,388.54	7.96

CENTRAL FREIGHT.			TRUNK LINE.			NEW ENGLAND.		
State.	Rural population.	Per cent of total.	State.	Rural population.	Per cent of total.	State.	Rural population.	Per cent of total.
Illinois	2,161,662	38.3	Delaware	105,237	51.1	Connecticut	114,917	10.3
Indiana	1,557,041	57.7	Maryland	637,154	49.2	Maine	360,928	48.6
Michigan	1,483,129	52.8	New Jersey	629,957	24.8	Massachusetts	241,049	7.2
Ohio	2,101,978	44.0	New York	1,928,120	21.2	N. Hampshire	175,473	40.6
			Pennsylvania	3,034,442	39.6	Rhode Island	17,956	4.2
						Vermont	187,013	52.2
Total	7,303,810	45.9	Total	6,334,910	30.0	Total	1,097,336	17.0

[1] Figures cover counties reached by New England lines

NOTE.—The above mileage and population figures were taken from the Rand-McNally Atlas for 1913 and The Official Guide.

MAXWELL EXHIBIT NO. 1—Continued.

Summary of statement of income account, forty Central Freight Association roads.

GROUP 1.

Fiscal years.	Rail operating revenues.	Rail operating expenses.	Taxes.	Operating expenses and taxes.	Operating ratio taxes included.	Net operating revenues.		Gross corporate income.	Deductions from income.	Net corporate income.	Dividends.	Balance after dividends.
						Before deduction of taxes.	After deduction of taxes.					
1908	$390,237,263	$277,695,424	$14,335,592	$292,031,016	74.8	$112,541,839	$98,206,247	$131,642,111	$89,136,384	$42,505,727	$31,357,502	$11,148,225
1909	390,901,188	269,838,523	15,345,612	285,184,135	72.9	121,062,665	105,717,053	135,195,775	90,589,887	44,605,888	30,168,190	14,497,698
1910	457,220,570	312,793,983	16,451,151	329,245,134	72.0	144,426,587	127,975,436	164,087,884	93,875,977	70,211,907	44,313,462	25,898,445
1911	464,829,999	335,912,370	17,886,248	353,798,618	76.1	128,917,629	111,031,381	149,653,268	98,824,092	50,829,176	44,854,193	5,974,983
1912	478,971,906	349,541,154	18,539,609	368,080,763	76.8	129,430,752	110,891,143	148,843,902	102,447,928	46,395,974	39,886,438	6,509,536
1913	533,683,606	397,068,273	20,422,036	417,490,309	78.2	136,615,333	116,193,297	156,415,777	103,727,848	52,687,929	37,078,630	15,609,299
Increase 1913 v. 1908 *decrease*	143,446,343	119,372,849	6,086,444	125,459,293	4.5	24,073,502	17,987,050	24,773,666	14,591,464	10,182,202	5,721,128	4,461,074
Increase 1913 v. 1910 *decrease*	76,463,036	84,274,290	3,970,885	88,245,175	8.6	*7,811,254*	*11,782,139*	*7,672,107*	9,851,871	*17,523,978*	*7,234,832*	*10,289,146*
GROUP 2.												
1908	$116,208,512	$86,852,654	$2,956,527	$89,809,181	77.3	$29,355,858	$26,399,331	$33,550,908	$24,747,451	$8,803,457	$11,530,550	*$2,727,093*
1909	114,281,475	76,589,590	3,297,955	79,887,545	69.9	37,691,885	34,393,930	40,625,864	24,729,679	15,896,185	11,472,320	4,423,865
1910	135,579,804	91,704,186	3,710,021	95,414,207	70.4	43,875,618	40,165,597	47,318,647	25,284,115	22,034,532	11,474,212	10,560,320
1911	136,671,292	94,280,102	3,840,916	98,121,018	71.8	42,391,190	38,550,274	46,407,168	28,207,425	18,199,743	11,476,145	6,723,598
1912	141,032,418	97,731,800	4,647,507	102,379,307	72.6	43,300,618	38,653,111	46,018,501	28,892,269	17,126,232	11,476,131	5,650,101
1913	155,527,945	109,159,023	4,729,301	113,888,324	73.2	46,368,922	41,639,621	51,662,325	28,388,210	23,274,115	11,475,867	11,798,248
Increase 1913 v. 1908 *decrease*	39,319,433	22,306,369	1,772,774	24,079,143	*5.3*	17,018,064	15,240,290	18,111,417	3,640,759	14,470,658	*54,683*	14,525,341
Increase 1913 v. 1910 *decrease*	19,948,141	17,454,837	1,019,280	18,474,117	4.0	2,493,304	1,474,024	4,343,678	3,104,095	1,239,583	1,655	1,237,928
GROUP 3.												
1908	$212,116,143	$157,340,552	$8,112,618	$165,453,170	78.0	$54,775,591	$46,662,973	$57,028,225	$47,121,029	$9,907,196	$12,818,131	*$2,910,935*
1909	213,535,907	154,487,489	8,465,140	162,952,629	76.5	59,048,418	50,583,278	60,068,530	47,927,340	12,131,190	13,238,261	*1,107,071*
1910	239,495,676	173,156,237	9,321,223	182,477,460	76.3	66,339,439	57,018,216	66,456,869	47,828,464	18,628,405	16,285,165	2,343,240
1911	251,302,224	188,754,125	9,644,332	198,398,457	79.0	62,548,099	52,903,767	68,679,286	52,099,100	11,580,186	12,969,628	*1,389,444*
1912	253,144,490	198,283,347	9,941,175	208,224,522	82.3	54,861,143	44,919,968	55,874,309	54,182,398	1,691,911	12,199,763	*10,507,852*
1913	275,269,380	217,103,438	10,691,420	227,794,858	82.8	58,165,942	47,474,522	59,371,402	57,403,692	1,967,710	10,342,130	*8,374,420*
Increase 1913 v. 1908 *decrease*	63,153,237	59,762,886	2,578,802	62,341,688	6.1	3,390,351	811,549	2,343,177	10,282,663	*7,939,486*	*2,476,001*	*5,463,485*
Increase 1913 v. 1910 *decrease*	35,773,704	43,947,201	1,370,197	45,317,398	8.5	*8,173,497*	*9,543,694*	*7,085,467*	9,575,228	*16,660,695*	*5,943,035*	*10,717,660*

Statement of income account.

1908.

[Page 6.]

GROUP 1.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Ann Arbor R. R.	$1,882,782	$1,375,596	$507,186	$468,880	$408,483	$60,397	....	$60,397
Bessemer & Lake Erie R. R.	5,352,043	3,223,927	2,128.116	2,147.740	1,742,550	404,190	....	404,190
Chesapeake & Ohio Ry. of Indiana	1,041,156	1,162,972	*121,816*	*159,136*	621,059	*780,195*	....	*780,195*
Chicago & Alton R. R.	12,087,735	7,621,890	4,465,845	4,163,206	2,842,294	1,320,912	$1,021,153	299,759
Chicago & Eastern Illinois R. R.	10,742,732	7,256,901	3,485,831	4,018,732	2,882,504	1,136,228	1,251,622	*115,394*
Chicago & Erie R. R.	4,146,705	3,767,767	378,938	328,200	964,482	*636,282*	....	*636,282*
Chicago, Indiana & Southern R. R.	2,712,127	2,085,207	626,920	885,333	915,687	*30,354*	....	*30,354*
Chicago, Indianapolis & Louisville Ry	5,167,160	3,745,063	1,422,097	1,439,095	1,076,830	362,265	514,902	*152,637*
Chicago, Peoria & St. Louis R. R.	1,477,981	1,344,963	133,018	122,227	226,359	*104,132*	....	*104,132*
Chicago, Terre Haute & Southeastern Ry	1,288,699	1,152,222	136,477	487,978	528,687	*40,709*	....	*40,709*
Cincinnati, Hamilton & Dayton Ry	7,960,612	6,797,197	1,163,415	1,132,455	2,806,357	*1,673,902*	....	*1,673,902*
Cincinnati Northern R. R.	922,472	773,741	148,731	186,100	76,063	110,037	....	110,037
Cleveland, Cincinnati, Chicago & St. Louis Ry	24,730,258	19,036,799	5,693,459	5,372,985	4,309,104	1,063,881	995,993	67,888
Detroit & Mackinac Ry	1,186,096	807,365	378,731	312,262	114,866	197,396	47,500	149,896
Detroit & Toledo Shore Line R. R.	878,421	480,150	398,271	361,716	253,716	108,000	....	108,000
Detroit, Grand Haven & Milwaukee Ry	1,704,834	1,451,486	253,348	220,810	419,315	*198,505*	....	*198,505*
Detroit, Toledo & Ironton Ry	1,623,266	1,497,115	126,151	340,241	913,984	*573,743*	....	*573,743*
Grand Rapids & Indiana Ry	4,656,751	3,610,410	1,046,341	855,602	612,087	243,515	289,646	*46,13*
Grand Trunk Western Ry	5,827,812	4,259,664	1,568,148	1,585,873	1,730,262	*144,389*	....	*144,381*
Hocking Valley Ry	5,841,763	4,083,209	1,758,554	2,521,798	1,157,094	1,364,704	1,040,000	324,709
Illinois Central R. R.	52,574,382	37,893,479	14,680,903	16,621,234	8,627,144	7,995,090	6,651,491	1,343,594
Kanawha & Michigan Ry	2,022,938	1,708,639	314,299	398,229	269,838	128,391	....	128,390
Lake Erie & Western R. R.	4,315,039	3,556,355	758,684	638,430	856,746	*218,316*	118,400	*336,711*
Lake Shore & Michigan Southern Ry	40,677,384	26,874,570	13,802,814	18,592,379	8,149,065	10,443,314	6,999,454	3,443,866
Michigan Central R. R.	25,656,237	17,830,103	7,826,134	7,798,044	4,961,253	2,836,791	1,499,040	1,337,750
New York, Chicago & St. Louis R. R.	9,673,286	6,545,329	3,127,957	2,858,366	1,228,461	1,629,905	800,000	829,901
Pennsylvania Co.	43,360,842	29,685,794	13,675,048	25,489,986	17,326,325	8,163,661	4,200,000	3,963,665
Peoria & Eastern Ry	2,824,392	2,082,219	742,173	663,310	721,241	*57,931*	....	*57,931*
Pere Marquette R. R.	11,560,780	9,018,430	2,542,350	2,724,183	3,327,618	*603,435*	....	*603,431*
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	33,667,840	23,918,459	9,749,381	9,246,741	5,631,355	3,615,386	3,700,877	*85,495*
Pittsburgh & Lake Erie R. R.	11,953,073	5,945,719	6,007,354	5,975,938	957,838	5,018,100	1,100,000	3,918,101
Toledo & Ohio Central Ry	4,191,999	2,786,208	1,405,791	1,436,131	570,550	865,581	....	865,580
Toledo, Peoria & Western Ry	1,221,480	1,010,162	211,318	241,935	277,164	*35,229*	....	*35,221*

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MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

1908—Continued.

GROUP 1—Continued.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Toledo, St. Louis & Western R. R.	$3,818,467	$2,574,753	$1,243,714	$1,523,585	$1,105,800	$417,785	$398,104	$19,681
Vandalia R. R.	9,170,639	7,002,092	2,168,547	1,968,383	1,153,711	814,672	729,320	85,352
Wabash R. R.	25,740,074	18,843,748	6,896,325	6,941,485	6,485,776	455,709	....	455,709
Wheeling & Lake Erie R. R.	5,397,001	4,298,244	1,098,757	1,006,900	1,248,487	*241,587*	....	*241,587*
Wabash Pittsburg Terminal Ry.	1,180,000	587,477	592,528	724,755	1,636,229	*911,474*	....	*911,474*
	390,237,263	277,695,424	112,541,839	131,642,111	89,136,384	42,505,727	31,357,502	11,148,225
Taxes	....	....	14,335,592	....	....	....	....	....
Net after taxes	....	....	98,206,247	....	....	....	....	....

GROUP 2.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Baltimore & Ohio R. R.	$73,608,781	$54,150,879	$19,457,902	$22,617,269	$12,181,925	$10,435,344	$11,530,550	*$1,095,206*
Erie R. R.	42,599,731	32,701,775	9,897,956	10,933,639	12,565,526	*1,631,887*	....	*1,631,887*
	116,208,512	86,852,654	29,355,858	33,550,908	24,747,451	8,803,457	11,530,550	*2,727,093*
Taxes	....	....	2,956,527	....	....	....	....	....
Net after taxes	....	....	26,399,331	....	....	....	....	....

GROUP 3.

Ann Arbor R. R.	$1,882,782	$1,375,596	$507,186	$468,880	$408,483	$60,397		$60,397
Chesapeake & Ohio Ry. of Indiana	1,041,156	1,162,972	*121,816*	*159,136*	621,059	*780,195*		*780,195*
Chicago & Alton R. R.	12,087,735	7,621,890	4,465,845	4,163,206	2,842,294	1,320,912	1,021,153	299,759
Chicago & Eastern Illinois R. R.	10,742,732	7,256,901	3,485,831	4,018,732	2,882,504	1,136,228	1,251,622	*115,394*
Chicago & Erie R. R.	4,146,705	3,767,767	378,938	328,200	964,482	*636,282*		*636,282*
Chicago, Indiana & Southern R. R.	2,712,127	2,085,207	626,920	885,333	915,687	*30,354*		*30,354*
Chicago, Indianapolis & Louisville Ry	5,167,160	3,745,063	1,422,097	1,439,095	1,076,830	362,265	514,902	*152,637*
Chicago, Peoria & St. Louis R. R.	1,477,981	1,344,963	133,018	122,227	226,359	*104,132*		*104,132*
Chicago, Terre Haute & Southeastern Ry	1,288,699	1,152,222	136,477	487,978	528,687	*40,709*		*40,709*
Cincinnati, Hamilton & Dayton Ry	7,960,612	6,797,197	1,163,415	1,132,455	2,806,357	*1,673,902*		*1,673.902*
Cincinnati Northern R. R.	922,472	773,741	148,731	186,100	76,063	110,037		110,037
Cleveland, Cincinnati, Chicago & St. Louis Ry	24,730,258	19,036,799	5,693,459	5,372,985	4,309,104	1,063,881	995,993	67,888
Detroit & Mackinac Ry	1,186,096	807,365	378,731	312,262	114,866	197,396	47,500	149,896
Detroit & Toledo Shore Line R. R.	878,421	480,150	398,271	361,716	253,716	108,000		108,000
Detroit, Grand Haven & Milwaukee Ry	1,704,834	1,451,486	253,348	220,810	419,315	*198,505*		*198,505*
Detroit, Toledo & Ironton Ry	1,623,266	1,497,115	126,151	340,241	913,984	*573,743*		*573,743*
Grand Rapids & Indiana Ry	4,656,751	3,610,410	1,046,341	855,602	612,087	243,515	289,646	*46,131*
Grand Trunk Western Ry	5,827,812	4,259,664	1,568,148	1,585,873	1,730,262	*144,389*		*144,389*
Illinois Central R. R.	52,574,382	37,893,479	14,680,903	16,621,234	8,626,144	7,995,090	6,651,491	1,343,599
Lake Erie & Western R. R.	4,315,089	3,556,355	768,684	638,430	856,746	*218,316*	118,400	*336,716*
New York, Chicago & St. Louis R. R.	9,673,286	6,545,329	3,127,957	2,858,366	1,228,461	1,629,905	800,000	829,905
Peoria & Eastern Ry	2,824,392	2,082,219	742,173	663,319	721,241	*57,931*		*57,931*
Pere Marquette R. R.	11,560,780	9,018,430	2,542,350	2,724,183	3,327,618	*603,435*		*603,435*
Toledo, Peoria & Western Ry	1,221,480	1,010,162	211,318	241,935	277,164	*35,229*		*35,229*
Toledo, St. Louis & Western R. R.	3,818,467	2,574,753	1,243,714	1,523,585	1,105,800	417,785	398,104	19,681
Vandalia R. R.	9,170,639	7,002,092	2,168,547	1,968,383	1,153,711	814,672	729,320	85,352
Wabash R. R.	25,740,074	18,843,748	6,896,326	6,941,485	6,485,776	455,709		455,709
Wabash Pittsburg Terminal Ry	1,180,005	587,477	592,528	724,755	1,636,229	*911,474*		*911,474*
	212,116,143	157,340,552	54,775,591	57,028,225	47,121,029	9,907,196	12,818,131	*2,910,936*
Taxes			8,112,618					
Net after taxes			46,662,973					

MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

1909.

[Page 7.]

GROUP 1.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Ann Arbor R. R.	$1,708,480	$1,197,313	$511,167	$486,512	$464,268	$22,244		$22,244
Bessemer & Lake Erie R. R.	6,060,454	3,540,958	2,519,496	2,515,269	1,735,930	779,339	$250,000	529,339
Chesapeake & Ohio Ry. of Indiana	1,359,104	1,382,109	*23,005*	*60,373*	648,588	*708,960*		*708,960*
Chicago & Alton R. R.	12,500,682	7,408,598	5,092,084	4,845,534	3,179,273	1,666,261	1,632,968	33,293
Chicago & Eastern Illinois R. R.	10,269,619	6,934,534	3,335,085	3,646,574	2,951,403	695,171	674,198	20,973
Chicago & Erie R. R.	4,289,969	3,656,411	633,558	594,248	1,036,408	*442,160*		*442,160*
Chicago, Indiana & Southern R. R.	2,815,469	2,191,688	623,781	752,658	900,714	*148,056*		*148,056*
Chicago, Indianapolis & Louisville Ry	5,319,386	3,653,780	1,665,606	1,658,489	1,155,753	502,736	527,975	*25,239*
Chicago, Peoria & St. Louis R. R.	1,564,833	1,400,931	163,902	128,605	245,807	*117,202*		*117,202*
Chicago, Terre Haute & Southeastern Ry	1,442,315	926,290	516,025	551,469	128,461	423,008		423,008
Cincinnati, Hamilton & Dayton Ry	7,897,048	6,501,594	1,395,454	1,182,051	2,873,972	*1,691,921*		*1,691,921*
Cincinnati Northern R. R.	1,107,381	949,304	158,077	141,839	94,158	47,681		47,681
Cleveland, Cincinnati, Chicago & St. Louis Ry	25,949,931	19,178,318	6,771,613	6,427,897	4,915,284	1,512,613	525,656	986,957
Detroit & Mackinac Ry	1,148,974	796,044	352,930	274,921	101,175	173,746	47,500	126,246
Detroit & Toledo Shore Line R. R.	769,181	449,776	319,405	282,080	201,418	80,662	85,680	*5,018*
Detroit, Grand Haven & Milwaukee Ry	1,699,403	1,312,681	386,722	361,721	471,756	*110,035*		*110,035*
Detroit, Toledo & Ironton Ry	1,525,126	1,279,921	245,205	205,432	890,646	*685,214*		*685,214*
Grand Rapids & Indiana Ry	4,605,291	3,407,125	1,198,166	989,742	698,752	290,990	173,730	117,260
Grand Trunk Western Ry	5,561,716	3,763,285	1,798,431	1,741,198	1,636,986	104,212		104,212
Hocking Valley Ry	5,878,414	3,926,084	1,952,330	2,748,676	1,232,687	1,515,989	1,040,000	475,989
Illinois Central R. R.	53,672,336	38,415,638	15,256,698	17,073,764	8,897,652	8,176,112	7,642,995	533,117
Kanawha & Michigan Ry	2,127,637	1,731,722	395,915	415,832	281,316	134,516		134,516
Lake Erie & Western R. R.	4,572,384	3,727,079	845,305	734,840	844,583	*109,743*		*109,743*
Lake Shore & Michigan Southern Ry	41,485,460	26,120,940	15,364,520	18,829,425	8,338,244	10,491,181	5,909,532	4,491,649
Michigan Central R. R.	25,481,599	17,636,433	7,845,166	7,510,056	5,059,535	2,450,521	1,124,280	1,326,241
New York, Chicago & St. Louis R. R.	9,383,911	6,489,725	2,894,186	2,723,080	1,533,369	1,189,711	799,885	389,826
Pennsylvania Co.	41,681,765	26,885,583	14,796,182	24,961,911	17,316,694	7,645,217	4,200,000	3,445,217
Peoria & Eastern Ry	2,802,816	2,209,687	773,129	686,384	563,909	122,475		122,475
Pere Marquette R. R.	11,686,780	8,573,067	3,113,713	3,048,106	3,460,391	*412,285*		*412,285*
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	32,773,043	22,629,395	10,143,648	9,494,591	5,761,414	3,733,177	2,519,059	1,214,118
Pittsburgh & Lake Erie R. R.	12,077,548	5,856,265	6,221,283	6,231,944	825,894	5,406,050	1,249,992	4,156,058
Toledo & Ohio Central Ry	4,165,716	2,822,936	1,342,780	1,238,154	508,459	729,695	487,066	242,629
Toledo, Peoria & Western Ry	1,094,157	889,811	204,346	226,270	277,275	*51,005*		*51,005*
Toledo, St. Louis & Western R. R.	3,428,644	2,077,721	1,350,923	2,101,532	1,163,237	938,295	398,104	540,191
Vandalia R. R.	8,773,394	6,630,135	2,143,259	1,925,711	1,209,329	716,382	729,570	*13,188*
Wabash R. R.	25,868,083	18,757,184	7,110,849	7,103,257	7,136,914	*33,657*		*33,657*
Wheeling & Lake Erie R. R.	5,633,645	4,200,718	1,432,927	1,192,387	1,602,374	*409,987*		*409,987*
Wabash Pittsburg Terminal Ry	719,544	507,740	211,804	224,988	245,859	*20,871*		*20,871*
	390,901,188	269,838,523	121,062,665	135,195,775	90,589,887	44,605,888	30,108,190	14,497,698
Taxes			15,345,612					
Net, after taxes			105,717,053					

GROUP 2.

Baltimore & Ohio R. R.	$71,056,586	$47,551,976	$23,504,610	$24,838,353	$11,875,618	$12,962,735	$11,472,320	$1,490,415
Erie R. R.	43,224,889	29,037,614	14,187,275	15,787,511	12,854,061	2,933,450	....	2,933,450
	114,281,475	76,589,590	37,691,885	40,625,864	24,729,679	15,896,185	11,472,320	4,423,865
Taxes	....	....	3,297,955	....	....	....	....	....
Net, after taxes	....	....	34,393,930	....	....	....	....	....

GROUP 3.

Ann Arbor R. R.	$1,708,480	$1,197,313	$511,167	$486,512	$464,268	$22,244	....	$22,244
Chesapeake & Ohio Ry. of Indiana	1,359,104	1,382,109	*23,005*	*60,572*	648,588	*708,960*	....	*708,960*
Chicago & Alton R. R.	12,500,682	7,408,598	5,092,084	4,845,534	3,179,273	1.666,261	$1,632,968	33,293
Chicago & Eastern Illinois R. R.	10,269,619	6.934,534	3,335,085	3,646,574	2,951,403	695,171	674,198	20.973
Chicago & Erie R. R.	4,289,969	3,656,411	633,558	594,248	1,036,408	*442,160*	....	*442,160*
Chicago, Indiana & Southern R. R.	2,815,469	2,191,688	623,781	752,658	900,714	*148,056*	....	*148,056*
Chicago, Indianapolis & Louisville Ry	5,319,386	3,653,780	1,665,606	1,658,489	1,155,753	502,736	527,975	*25,239*
Chicago, Peoria & St. Louis R. R.	1,564,833	1,400,931	163,902	128,605	245,807	*117,202*	....	*117,202*
Chicago, Terre Haute & Southeastern Ry	1,442,315	926,290	516,025	551,469	128,461	423,008	....	423,008
Cincinnati, Hamilton & Dayton Ry	7,897,048	6,501,594	1,395,454	1,182,051	2,873,972	*1,691,921*	....	*1,691,921*
Cincinnati Northern R. R.	1,107,381	949.304	158,077	141,839	94,158	47,681	....	47,681
Cleveland, Cincinnati, Chicago & St. Louis Ry	25,949,931	19,178,318	6,771,613	6,427,897	4,915,284	1,512,613	525,656	986,957
Detroit & Mackinac Ry	1,148,974	796,044	352,930	274,921	101,175	173,746	47,500	126.246
Detroit & Toledo Shore Line R. R.	769,181	449,776	319,405	282,080	201,418	80,662	85,680	*5,018*
Detroit, Grand Haven & Milwaukee Ry	1,699,403	1,312,081	386,722	361,721	471,756	*110,035*	....	*110,035*
Detroit, Toledo & Ironton Ry	1,525,126	1,279,921	245,205	205,432	890,646	*685,214*	....	*685,214*
Grand Rapids & Indiana Ry	4,605,291	3,407,125	1,198,166	989,742	698,752	290,990	173,730	117,260
Grand Trunk Western Ry	5,561,716	3,763,285	1,798,431	1,741,198	1,636,986	104,212	....	104.212
Illinois Central R. R.	53,672,336	38,415,638	15,256,698	17,073,764	8,897,652	8,176,112	7,642,995	533,117
Lake Erie & Western R. R.	4,572,384	3,727,079	845,305	734,840	844,583	*109,743*	....	*109,743*
New York, Chicago & St. Louis R. R.	9,383,911	6,489,725	2,894,186	2,723,080	1,533,369	1,189,711	790,885	389,826
Peoria & Eastern Ry	2,802,816	2,029,687	773,129	686,384	563,909	122,475	....	122,475
Pere Marquette R. R.	11,686,780	8,573,067	3,113,713	3,048,106	3.460,391	*412,285*	....	*412,285*
Toledo, Peoria & Western Ry	1,094,157	889,811	204,346	226,270	277,275	*51,005*	....	*51,005*
Toledo, St. Louis & Western R. R.	3,428,644	2,077,721	1,350,923	2,101,532	1,163,237	938,295	398,104	540,191
Vandalia R. R.	8,773,394	6,630,135	2,143,259	1,925,711	1,209,329	716,382	729,570	*13,188*
Wabash R. R.	25,868,033	18,757,184	7,110,849	7,103,257	7,136,914	*33,657*	....	*33,657*
Wabash Pittsburg Terminal Ry	719,544	507,740	211,804	224,988	245,859	*20,871*	....	*20,871*
	213,535,907	154,487,489	59,048,418	60,058,530	47,927,340	12,131,190	13,238,261	*1,107,071*
Taxes	....	....	8,465,140	....	....	....	....	....
Net, after taxes	....	....	50,583,278	....	....	....	....	....

MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

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GROUP 1.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Ann Arbor R. R.	$1,856,159	$1,298,768	$557,391	$459,108	$368,816	$90,292		$90,292
Bessemer & Lake Erie R. R.	7,888,021	4,159,664	3,728,357	3,791,488	2,118,958	1,672,530	$750,000	922,530
Chesapeake & Ohio Ry. of Indiana	1,542,519	1,442,241	100,278	57,647	681,529	*623,882*		*623,882*
Chicago & Alton R. R.	13,358,475	8,640,207	4,718,268	4,540,922	3,469,782	1,071,140	1,224,738	*153,598*
Chicago & Eastern Illinois R. R.	11,750,356	7,953,984	3,796,372	4,169,632	3,008,141	1,161,491	1,107,266	54,225
Chicago & Erie R. R.	5,152,167	4,084,383	1,067,784	1,025,861	1,061,694	*35,833*		*35,833*
Chicago, Indiana & Southern R. R.	3,722,389	2,675,128	1,047,261	1,451,561	1,081,206	370,355		370,355
Chicago, Indianapolis & Louisville Ry.	6,020,242	3,948,135	2,072,107	2,041,302	1,179,866	861,436	541,105	320,331
Chicago, Peoria & St. Louis R. R.	1,766,968	1,485,117	281,851	246,758	134,703	112,055		112,055
Chicago, Terre Haute & Southeastern Ry.	1,899,412	1,185,370	714,042	820,565	72,111	748,454		748,454
Cincinnati, Hamilton & Dayton Ry.	9,446,524	7,587,296	1,859,228	1,647,156	2,367,419	*720,263*		*720,263*
Cincinnati Northern R. R.	1,243,026	936,446	306,580	300,176	99,151	201,025	90,000	111,025
Cleveland, Cincinnati, Chicago & St. Louis Ry.	29,330,985	21,234,065	8,096,920	7,830,538	4,795,046	3,035,492	2,406,804	628,688
Detroit & Mackinac Ry.	1,231,244	849,453	381,791	295,329	95,721	199,608	47,500	152,108
Detroit & Toledo Shore Line R. R.	913,624	459,751	453,873	407,347	222,710	184,637	114,320	70,317
Detroit, Grand Haven & Milwaukee Ry.	2,041,402	1,555,975	485,427	485,221	499,401	*14,180*		*14,180*
Detroit, Toledo & Ironton Ry.	1,607,032	1,493,970	113,062	72,177	986,475	*914,298*		*914,298*
Grand Rapids & Indiana Ry.	5,091,087	3,888,291	1,202,796	982,199	754,525	227,674	173,730	53,944
Grand Trunk Western Ry.	6,232,362	4,381,893	1,850,469	1,765,232	1,647,355	117,877		117,877
Hocking Valley Ry.	7,783,033	4,739,829	3,043,204	3,741,695	1,201,931	2,539,764	973,028	1,566,736
Illinois Central R. R.	57,884,721	43,320,730	14,563,991	15,880,264	8,186,611	7,693,653	7,649,239	44,414
Kanawha & Michigan Ry.	2,769,657	1,933,283	836,374	935,975	305,601	630,374		630,374
Lake Erie & Western R. R.	5,447,529	4,000,447	1,447,082	1,328,896	1,000,954	327,942		327,942
Lake Shore & Michigan Southern Ry.	48,579,017	31,485,414	17,093,603	25,320,727	9,019,835	16,300,892	8,999,298	7,301,594
Michigan Central R. R.	28,812,502	19,629,657	9,182,845	8,988,394	5,585,837	3,402,557	1,124,280	2,278,272
New York, Chicago & St. Louis R. R.	10,854,257	7,045,063	3,809,194	3,690,559	1,400,349	2,290,210	1,619,515	670,695
Pennsylvania Co.	53,536,187	34,858,080	18,678,107	30,119,492	18,892,314	11,227,178	5,400,000	5,827,178
Peoria & Eastern Ry.	3,282,262	2,279,627	1,002,635	920,580	703,236	217,344		217,344
Pere Marquette R. R.	13,413,774	9,558,178	3,855,596	3,378,271	3,404,063	*25,792*		*25,792*
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	39,589,165	27,778,108	11,811,057	11,192,669	5,830,640	5,362,029	2,981,691	2,380,338
Pittsburgh & Lake Erie R. R.	17,339,924	7,348,304	9,991,620	10,077,486	963,286	9,114,200	7,800,000	1,314,200
Toledo & Ohio Central Ry.	4,476,951	2,929,353	1,547,598	461,914	507,018	954,896		954,896
Toledo, Peoria & Western Ry.	1,173,420	925,715	247,705	257,746	280,034	*22,288*		*22,288*
Toledo, St. Louis & Western R. R.	3,772,636	2,385,772	1,386,864	1,870,613	1,104,864	765,749	398,104	367,645
Vandalia R. R.	9,831,480	7,449,592	2,381,888	2,169,570	1,382,223	787,347	912,844	*125,479*
Wabash R. R.	28,886,056	20,536,223	8,349,833	8,210,064	7,612,912	597,152		597,152
Wheeling & Lake Erie R. R.	6,950,437	4,776,054	2,174,383	2,001,175	1,622,003	379,082		379,082
Wabash Pittsburgh Terminal Ry.	743,568	554,417	189,151	151,575	227,507	*75,992*		*75,992*
	457,220,570	312,793,983	144,426,587	164,087,884	93,875,977	70,211,907	44,313,462	25,898,445
Taxes			16,451,151					
Net, after taxes			127,975,436					

GROUP 2.

Baltimore & Ohio R. R.	$88,901,252	$61,333,800	$27,567,452	$28,715,751	$12,468,164	$16,247,587	$11,474,212	$4,773,375
Erie R. R.	46,678,552	30,370,386	16,308,166	18,602,896	12,815,951	5,786,945		5,786,945
	135,579,804	91,704,186	43,875,618	47,318,647	25,284,115	22,034,532	11,474,212	10,560,320
Taxes			3,710,021					
Net, after taxes			40,165,597					

GROUP 3.

Ann Arbor R. R.	$1,856,159	$1,298,768	$557,391	$459,108	$368,816	$90,292		$90,292
Chesapeake & Ohio Ry. of Indiana	1,542,519	1,442,241	100,278	57,647	681,529	*623,882*		*623,882*
Chicago & Alton R. R.	13,358,475	8,640,207	4,718,268	4,540,922	3,469,782	1,071,140	$1,224,738	*153,598*
Chicago & Eastern Illinois R. R.	11,750,356	7,963,984	3,796,372	4,169,632	3,008,141	1,161,491	1,107,266	54,225
Chicago & Erie R. R.	5,152,167	4,084,383	1,067,784	1,025,861	1,061,694	*35,833*		*35,833*
Chicago, Indiana & Southern R. R.	3,722,389	2,675,128	1,047,261	1,451,561	1,081,206	370,355		370,355
Chicago, Indianapolis & Louisville Ry	6,020,242	3,948,135	2,072,107	2,041,302	1,179,866	861,436	541,105	320,331
Chicago, Peoria & St. Louis R. R.	1,766,968	1,485,117	281,851	246,758	134,703	112,055		112,055
Chicago, Terre Haute & Southeastern Ry	1,899,412	1,185,370	714,042	820,565	72,111	748,454		748,454
Cincinnati, Hamilton & Dayton Ry	9,446,554	7,587,296	1,859,228	1,647,156	2,367,419	*720,263*		*720,263*
Cincinnati Northern R. R.	1,243,026	936,446	306,580	300,176	99,151	201,025	90,000	111,025
Cleveland, Cincinnati, Chicago & St. Louis Ry	29,330,985	21,234,065	8,096,920	7,830,538	4,795,046	3,035,492	2,406,804	628,688
Detroit & Mackinac Ry	1,231,244	849,453	381,791	295,329	95,721	199,608	47,500	152,108
Detroit & Toledo Shore Line R. R.	913,624	459,751	453,873	407,347	222,710	184,637	114,320	70,317
Detroit, Grand Haven & Milwaukee Ry	2,041,402	1,555,975	485,427	485,221	499,401	*14,180*		*14,180*
Detroit, Toledo & Ironton Ry	1,607,032	1,493,970	113,062	72,177	986,475	*914,298*		*914,298*
Grand Rapids & Indiana Ry	5,091,087	3,888,291	1,202,796	982,199	754,525	227,674	173,730	53,944
Grand Trunk Western Ry	6,232,362	4,381,893	1,850,469	1,765,232	1,647,355	117,877		117,877
Illinois Central R. R.	57,884,721	43,320,730	14,563,991	15,880,264	8,186,611	7,693,653	7,649,239	44,414
Lake Erie & Western R. R.	5,447,529	4,000,447	1,447,082	1,328,896	1,000,954	327,942		327,942
New York, Chicago & St. Louis R. R	10,854,257	7,045,063	3,809,194	3,690,559	1,400,349	2,290,210	1,619,515	670,695
Peoria & Eastern Ry	3,282,262	2,279,627	1,002,635	920,580	703,236	217,344		217,344
Pere Marquette R. R.	13,413,774	9,558,178	3,855,596	3,378,271	3,404,063	*25,792*		*25,792*
Toledo, Peoria & Western Ry	1,173,420	925,715	247,705	257,746	280,034	*22,288*		*22,288*
Toledo, St. Louis & Western R. R.	3,772,636	2,385,772	1,386,864	1,870,613	1,104,864	765,749	398,104	367,645
Vandalia R. R.	9,831,480	7,449,592	2,381,888	2,169,570	1,382,223	787,347	912,844	*125,497*
Wabash R. R.	28,886,056	20,536,223	8,349,833	8,210,064	7,612,912	597,152		597,152
Wabash Pittsburgh Terminal Ry	743,568	554,417	189,151	151,575	227,567	*75,992*		*75,992*
	239,495 676	173,156,237	66,339,439	66,456,869	47,828,464	18,628,405	16,285,165	2,343,240
Taxes			9,321,223					
Net, after taxes			57,018,216					

MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

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GROUP 1.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Ann Arbor R. R.	$1,934,616	$1,305,368	$629,248	$511,323	$348,177	$163,146	....	$163,146
Bessemer & Lake Erie R. R.	7,518,628	4,839,321	2,679,307	2,688,825	2,189,234	499,591	$750,000	*250,409*
Chesapeake & Ohio Ry. of Indiana	1,533,729	1,677,006	*143,277*	*187,292*	474,204	*661,496*	....	*661,496*
Chicago & Alton R. R.	14,592,515	10,446,636	4,145,879	3,995,664	3,838,614	157,050	408,254	*251,204*
Chicago & Eastern Illinois R. R.	12,281,344	8,344,464	3,936,880	4,311,461	3,076,900	1,234,561	1,215,553	19,008
Chicago & Erie R. R.	5,293,763	4,335,856	957,907	899,395	1,398,150	*498,755*	....	*498,755*
Chicago, Indiana & Southern R. R.	3,686,756	2,877,380	809,376	1,273,105	1,350,251	*77,146*	....	*77,146*
Chicago, Indianapolis & Louisville Ry.	6,186,879	4,257,165	1,929,714	1,846,476	1,126,201	720,275	541,129	179,146
Chicago, Peoria & St. Louis R. R.	1,766,301	1,555,591	210,710	182,083	172,935	9,148	....	9,148
Chicago, Terre Haute & Southeastern Ry.	1,993,981	1,391,176	602,805	705,685	159,538	546,147	....	546,147
Cincinnati, Hamilton & Dayton Ry.	9,570,282	7,398,589	2,171,693	1,907,488	2,568,534	*661,046*	....	*661,046*
Cincinnati Northern R. R.	1,244,994	1,048,606	196,388	165,734	97,053	68,681	90,000	*21,319*
Cleveland, Cincinnati, Chicago & St. Louis Ry.	30,667,622	23,818,520	6,849,102	6,732,714	5,708,320	1,024,394	525,656	498,738
Detroit & Mackinac Ry.	1,177,099	822,399	354,700	282,849	92,385	190,464	147,500	42,964
Detroit & Toledo Shore Line R. R.	954,941	481,783	473,158	430,636	245,240	185,396	114,240	71,156
Detroit, Grand Haven & Milwaukee Ry.	2,046,680	4,733,266	313,414	287,653	524,945	*237,292*	....	*237,292*
Detroit, Toledo & Ironton Ry.	1,785,465	1,743,813	41,652	*29,387*	1,170,599	*1,199,986*	....	*1,199,986*
Grand Rapids & Indiana Ry.	5,071,128	4,062,734	1,008,394	771,920	734,580	37,340	....	37,340
Grand Trunk Western Ry.	6,339,113	4,739,850	1,599,263	1,507,411	1,681,997	*174,586*	....	*174,586*
Hocking Valley Ry.	7,172,731	4,600,047	2,572,684	3,090,120	1,257,393	1,832,727	439,996	1,392,731
Illinois Central R. R.	60,977,031	43,856,228	17,120,803	19,741,894	8,565,561	11,176,333	7,650,275	3,526,058
Kanawha & Michigan Ry.	3,111,052	1,897,900	1,213,152	1,328,270	274,908	1,053,362	360,000	693,362
Lake Erie & Western R. R.	5,466,612	4,457,226	1,009,386	898,412	1,135,882	*237,470*	....	*237,470*
Lake Shore & Michigan Southern Ry.	48,452,126	34,721,326	13,730,800	23,061,483	10,625,798	12,435,685	8,999,298	3,436,387
Michigan Central R. R.	29,766,826	22,329,787	7,437,039	7,343,451	6,639,856	703,595	1,124,280	*420,685*
New York, Chicago & St. Louis R. R.	11,181,159	8,186,964	2,994,195	2,883,788	1,428,637	1,455,151	1,219,574	235,577
Pennsylvania Co.	51,042,440	34,849,860	16,192,580	27,077,232	17,141,788	9,935,444	8,777,593	1,157,851
Peoria & Eastern Ry.	3,508,558	2,732,920	775,638	689,871	833,440	*143,569*	....	*143,569*
Pere Marquette R. R.	15,986,808	12,858,410	3,128,398	2,552,159	4,365,921	*1,813,761*	....	*1,813,761*
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	38,924,316	28,039,376	10,884,940	10,005,081	5,922,944	4,082,087	3,157,319	924,768
Pittsburgh & Lake Erie R. R.	15,706,375	7,761,794	7,944,581	7,925,610	824,915	7,100,695	7,560,000	*459,305*
Toledo & Ohio Central Ry.	5,032,574	3,374,568	1,658,006	1,612,093	654,249	957,844	716,078	241,766
Toledo, Peoria & Western Ry.	1,293,562	1,036,476	257,086	244,429	231,243	13,186	....	13,186
Toledo, St. Louis & Western R. R.	3,777,677	2,608,013	1,169,664	1,514,638	1,439,945	74,693	400,000	*325,307*
Vandalia R. R.	10,422,441	8,061,216	2,361,225	2,134,920	1,569,797	565,123	657,448	*92,325*
Wabash R. R.	29,884,037	22,366,183	7,517,854	7,279,666	7,497,717	*218,051*	....	*218,051*
Wheeling & Lake Erie R. R.	6,800,707	4,744,266	2,056,441	1,841,867	1,193,906	647,960	....	647,960
Wabash Pittsburgh Terminal Ry.	677,131	550,287	126,844	144,591	262,335	*117,744*	....	*117,744*
	464,829,999	335,912,370	128,917,629	149,653,208	98,824,092	50,829,176	44,854,193	5,974,983
Taxes	....	....	17,886,248	....	....	....	....	....
Net after taxes	....	....	111,031,381	....	....	....	....	....

GROUP 2.

Baltimore & Ohio R. R.	$88,145,004	$62,766,067	$25,378,937	$27,479,654	$14,659,663	$12,819,991	$11,746,145	$1,343,846
Erie R. R.	48,526,288	31,514,035	17,012,253	18,927,514	13,547,762	5,379,752		5,379,752
	136,671,292	94,280,102	42,391,190	46,407,168	28,207,425	18,199,743	11,476,145	6,723,598
Taxes			3,840,916					
Net after taxes			38,550,274					

GROUP 3.

Ann Arbor R. R.	$1,934,616	$1,305,368	$629,248	$511,323	$348,177	$163,146		$163,146
Chesapeake & Ohio Ry. of Indiana	1,533,729	1,677,006	*143,277*	*187,292*	474,204	*661,496*		*661,496*
Chicago & Alton R. R.	14,592,515	10,446,636	4,145,879	3,995,664	3,838,614	157,050	$408,254	*251,204*
Chicago & Eastern Illinois R. R.	12,281,344	8,344,464	3,936,880	4,311,461	3,076,900	1,234,561	1,215,553	19,008
Chicago & Erie R. R.	5,293,763	4,335,856	957,907	899,395	1,398,150	*498,755*		*498,755*
Chicago, Indiana & Southern R. R.	3,686,756	2,877,380	809,376	1,273,105	1,350,251	*77,146*		*77,146*
Chicago, Indianapolis & Louisville Ry.	6,186,879	4,257,165	1,929,714	1,846,476	1,126,201	720,275	541,129	179,146
Chicago, Peoria & St. Louis R. R.	1,766,301	1,555,591	210,710	182,083	172,935	9,148		9,148
Chicago, Terre Haute & Southeastern Ry.	1,993,981	1,391,176	602,805	705,685	159,538	546,147		546,147
Cincinnati, Hamilton & Dayton Ry.	9,570,282	7,398,589	2,171,693	1,907,488	2,568,534	*661,046*		*661,046*
Cincinnati Northern R. R.	1,244,994	1,048,606	196,388	165,734	97,053	68,681	90,000	*21,319*
Cleveland, Cincinnati, Chicago & St. Louis Ry.	30,667,622	23,818,520	6,849,102	6,732,714	5,708,320	1,024,394	525,656	498,738
Detroit & Mackinac Ry.	1,177,099	822,399	354,700	282,849	92,385	190,464	147,500	42,964
Detroit & Toledo Shore Line R. R.	954,941	481,783	473,158	430,636	245,240	185,396	114,240	71,156
Detroit, Grand Haven & Milwaukee Ry.	2,046,680	1,733,266	313,414	287,653	524,945	*237,292*		*237,292*
Detroit, Toledo & Ironton Ry.	1,785,465	1,743,813	41,652	*29,387*	1,170,599	*1,199,986*		*1,199,986*
Grand Rapids & Indiana Ry.	5,071,128	4,062,734	1,008,394	771,920	734,580	37,340		37,340
Grand Trunk Western Ry.	6,339,113	4,739,850	1,599,263	1,507,411	1,681,997	*174,586*		*174,586*
Illinois Central R. R.	60,977,031	43,856,228	17,120,803	19,741,894	8,565,561	11,176,333	7,650,275	3,526,058
Lake Erie & Western R. R.	5,466,612	4,457,226	1,009,386	898,412	1,135,882	*237,470*		*237,470*
New York, Chicago & St. Louis R. R.	11,181,159	8,186,964	2,994,195	2,883,788	1,428,637	1,455,151	1,219,573	235,577
Peoria & Eastern Ry.	3,508,558	2,732,920	775,638	689,871	833,445	*143,569*		*143,569*
Pere Marquette R. R.	15,986,808	12,858,410	3,128,398	2,552,159	4,365,921	*1,813,761*		*1,813,761*
Toledo, Peoria & Western Ry.	1,293,562	1,036,476	257,086	244,429	231,243	13,186		13,186
Toledo, St. Louis & Western R. R.	3,777,677	2,608,013	1,169,664	1,514,638	1,439,945	74,693	400,000	*325,307*
Vandalia R. R.	10,422,441	8,061,216	2,361,225	2,134,920	1,569,797	565,123	657,448	*92,325*
Wabash R. R.	29,884,037	22,366,183	7,517,854	7,279,666	7,497,717	*218,051*		*218,050*
Wabash Pittsburgh Terminal Ry.	677,131	550,287	126,844	144,591	262,335	*117,744*		*117,744*
	251,302,224	188,754,125	62,548,099	63,679,286	52,099,100	11,580,186	12,969,628	*1,389,444*
Taxes			9,644,332					
Net after taxes			52,903,767					

MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

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GROUP 1.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Ann Arbor R. R.	$2,120,385	$1,419,448	$700,936	$578,009	$397,725	$180,284	....	$180,284
Bessemer & Lake Erie R. R.	8,457,266	4,668,753	3,788,513	3,804,328	1,867,524	1,936,804	$1,250,000	686,805
Chesapeake & Ohio Ry. of Indiana	1,959,274	2,416,205	*456,931*	*508,298*	367,067	*875,365*	....	*875,365*
Chicago & Alton R. R.	14,535,722	10,885,200	3,650,522	3,441,021	3,745,167	*304,146*	34,748	*338,894*
Chicago & Eastern Illinois R. R.	15,215,513	10,899,752	4,315,761	4,721,805	3,703,717	1,018,088	952,853	65,235
Chicago & Erie R. R.	5,270,373	4,679,426	590,947	523,636	1,696,886	*1,173,249*	....	*1,173,249*
Chicago, Indiana & Southern R. R.	3,975,556	3,355,476	620,080	1,020,460	1,269,806	*249,346*	....	*249,346*
Chicago, Indianapolis & Louisville Ry.	6,503,653	4,775,212	1,728,441	1,649,580	1,240,622	408,958	541,129	*132,171*
Chicago, Peoria & St. Louis R. R.	1,688,867	1,522,956	165,911	136,506	156,425	*19,918*	....	*19,918*
Chicago, Terre Haute & Southeastern Ry.	1,827,361	1,295,076	532,285	760,141	639,673	120,467	....	120,467
Cincinnati, Hamilton & Dayton Ry.	9,825,321	7,317,253	2,508,068	2,316,041	2,933,928	*617,887*	....	*617,887*
Cincinnati Northern R. R.	1,324,747	1,171,596	153,152	97,770	129,727	*31,957*	45,000	*86,957*
Cleveland, Cincinnati, Chicago & St. Louis Ry.	30,700,844	22,961,662	7,739,182	7,291,780	5,498,237	1,793,543	525,656	1,267,887
Detroit & Mackinac Ry.	1,248,102	898,113	349,989	265,034	92,313	172,722	147,500	25,222
Detroit & Toledo Shore Line R. R.	1,176,396	542,277	634,119	587,878	351,468	236,409	228,480	7,929
Detroit, Grand Haven & Milwaukee Ry.	2,273,729	1,930,484	343,245	315,643	561,291	*245,648*	....	*245,648*
Detroit, Toledo & Ironton Ry.	1,762,327	1,576,655	185,672	143,803	1,209,671	*1,065,809*	....	*1,065,809*
Grand Rapids & Indiana Ry.	5,182,223	4,034,119	1,148,104	910,511	756,029	154,482	....	154,482
Grand Trunk Western Ry.	6,666,805	4,829,961	1,836,844	1,791,515	1,713,944	77,571	....	77,571
Hocking Valley Ry.	7,303,679	4,579,012	2,724,637	3,070,311	1,239,510	1,830,801	769,965	1,060,836
Illinois Central R. R.	58,727,272	48,121,467	10,605,805	13,708,536	9,842,655	3,865,881	8,050,154	*4,184,273*
Kanawha & Michigan Ry.	3,145,252	2,013,530	1,131,692	1,193,563	275,327	918,236	450,000	468,236
Lake Erie & Western R. R.	5,550,214	4,291,563	1,258,651	1,139,343	1,028,470	110,873	....	110,873
Lake Shore & Michigan Southern Ry.	50,661,873	32,662,751	17,999,123	26,210,577	10,325,657	15,884,920	8,999,298	6,885,622
Michigan Central R. R.	31,342,468	21,438,108	9,904,360	9,599,318	7,013,058	2,586,260	1,124,184	1,462,076
New York, Chicago & St. Louis R. R.	11,593,474	8,216,758	3,376,716	3,172,802	1,456,539	1,716,263	1,219,573	496,690
Pennsylvania Co.	54,970,902	38,891,812	16,079,090	27,004,655	17,782,806	9,221,759	5,600,000	3,621,760
Peoria & Eastern Ry.	3,160,452	2,355,676	804,776	715,151	595,009	120,142	....	120,142
Pere Marquette R. R.	16,676,428	13,408,804	3,267,624	2,681,881	4,661,561	*1,979,680*	....	*1,979,680*
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	40,756,701	29,433,525	11,323,176	10,673,671	5,809,346	4,864,325	3,232,443	1,631,882
Pittsburgh & Lake Erie R. R.	16,441,700	8,735,438	7,706,212	7,900,445	1,959,978	5,940,467	5,783,400	157,067
Toledo & Ohio Central Ry.	5,249,428	3,796,433	1,452,995	1,394,206	591,832	802,374	477,385	324,989
Toledo, Peoria & Western Ry.	1,276,600	1,046,017	230,583	279,550	277,246	2,304	....	2,304
Toledo, St. Louis & Western R. R.	3,865,229	2,666,858	1,199,371	1,185,927	1,220,255	*34,328*	199,052	*233,380*
Vandalia R. R.	10,020,010	7,945,448	2,071,592	1,855,016	1,512,713	342,303	255,618	86,685
Wabash R. R.	28,354,764	23,150,484	5,204,280	4,963,470	6,917,569	*1,954,099*	....	*1,954,099*
Wheeling & Lake Erie R. R.	7,498,147	5,038,335	2,459,812	2,118,519	1,400,402	718,117	....	718,117
Wabash Pittsburg Terminal Ry.	662,819	570,401	92,418	129,798	206,685	*76,887*	....	*76,887*
	478,971,906	349,541,154	120,430,752	148,843,902	102,447,928	46,395,974	39,886,438	6,509,536
Taxes	....	....	18,539,609	....	....	....	....	....
Net after taxes	....	....	110,891,143	....	....	....	....	....

GROUP 2.

Baltimore & Ohio R. R	$92,594,323	$64,709,538	$27,884,785	$28,577,409	$14,679,351	$13,898,058	$11,476,131	$2,421,927
Erie R. R	48,438,095	33,022,262	15,415,833	17,441,092	14,212,918	3,228,174		3,228,174
	141,032,418	97,731,800	43,300,618	46,018,501	28,892,269	17,126,232	11,476,131	5,650,101
Taxes			4,647,507					
Net after taxes			38,653,111					

GROUP 3.

Ann Arbor R. R	$2,120,385	$1,419,448	$700,936	$578,009	$397,725	$180,284		$180,281
Chesapeake & Ohio Ry. of Indiana	1,959,274	2,416,205	*456,931*	*508,298*	367,067	*875,365*		*875,365*
Chicago & Alton R. R	14,535,722	10,885,200	3,650,522	3,441,021	3,745,167	*304,146*	$34,748	*338,894*
Chicago & Eastern Illinois R. R	15,215,513	10,899,752	4,315,761	4,721,805	3,703,717	1,018,088	952,853	65,235
Chicago & Erie R. R	5,270,373	4,679,426	590,947	523,636	1,696,886	*1,173,249*		*1,173,249*
Chicago, Indiana & Southern R. R	3,975,556	3,355,476	620,080	1,020,460	1,269,806	*249,346*		*249,346*
Chicago, Indianapolis & Louisville Ry	6,503,653	4,775,212	1,728,441	1,649,580	1,240,622	408,958	541,129	*132,171*
Chicago, Peoria & St. Louis R. R	1,688,867	1,522,956	165,911	136,506	156,425	*19,918*		*19,918*
Chicago, Terre Haute & Southeastern Ry	1,827,361	1,295,076	532,285	760,141	639,673	120,467		120,467
Cincinnati, Hamilton & Dayton Ry	9,825,321	7,317,253	2,508,068	2,316,041	2,933,928	*617,887*		*617,887*
Cincinnati Northern R. R	1,324,747	1,171,596	153,152	97,770	129,727	*31,967*	45,000	*86,957*
Cleveland, Cincinnati, Chicago & St. Louis Ry	30,700,844	22,961,662	7,739,182	7,291,780	5,498,237	1,793,543	525,656	1,267,887
Detroit & Mackinac Ry	1,248,102	898,113	349,989	265,034	92,313	172,722	147,500	25,222
Detroit & Toledo Shore Line R. R	1,176,396	542,277	634,119	587,878	351,468	236,409	228,480	7,929
Detroit, Grand Haven & Milwaukee Ry	2,273,729	1,930,484	343,245	315,643	561,291	*245,648*		*245,648*
Detroit, Toledo & Ironton Ry	1,762,327	1,576,655	185,672	143,803	1,209,671	*1,065,869*		*1,065,869*
Grand Rapids & Indiana Ry	5,182,223	4,034,119	1,148,104	910,511	756,029	154,482		154,482
Grand Trunk Western Ry	6,666,805	4,829,961	1,836,844	1,791,515	1,713,944	77,571		77,571
Illinois Central R. R	58,727,272	48,121,467	10,605,805	13,708,536	9,842,655	3,865,881	8,050,151	*4,184,273*
Lake Erie & Western R. R	5,550,214	4,291,563	1,258,651	1,139,343	1,028,470	110,873		110,873
New York, Chicago & St. Louis R. R	11,593,474	8,216,758	3,376,716	3,172,802	1,456,539	1,716,263	1,219,573	496,690
Peoria & Eastern Ry	3,160,452	2,355,676	804,776	715,151	595,009	120,142		120,142
Pere Marquette R. R	16,676,428	13,408,804	3,267,624	2,681,881	4,661,561	*1,979,680*		*1,979,680*
Toledo, Peoria & Western Ry	1,276,600	1,046,017	230,583	279,550	277,246	2,304		2,304
Toledo, St. Louis & Western R. R	3,865,229	2,665,858	1,199,371	1,185,927	1,220,255	*34,328*	199,052	*233,380*
Vandalia R. R	10,020,040	7,945,448	2,074,592	1,855,016	1,512,713	342,303	255,618	86,685
Wabash R. R	28,354,764	23,150,484	5,204,280	4,963,470	6,917,569	*1,954,099*		*1,954,099*
Wabash Pittsburgh Terminal Ry	662,819	570,401	92,418	129,798	206,685	*76,887*		*76,887*
	253,144,490	198,283,347	54,861,143	55,874,309	54,182,398	1,691,911	12,199,763	*10,507,852*
Taxes			9,941,175					
Net after taxes			44,919,968					

MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

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GROUP 1.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Ann Arbor R. R.	$2,072,702	$1,435,083	$637,619	$524,685	$369,343	$155,342	....	$155,342
Bessemer & Lake Erie R. R.	9,012,362	5,109,387	3,902,975	3,780,844	1,512,991	2,267,853	$1,000,000	1,267,853
Chesapeake & Ohio Ry. of Indiana	2,501,366	2,226,566	274,800	231,451	433,187	*201,736*	....	*201,736*
Chicago & Alton R. R.	15,254,865	12,840,072	2,414,793	1,229,599	3,112,890	*1,883,291*	....	*1,883,291*
Chicago & Eastern Illinois R. R.	16,214,972	12,884,668	3,330,304	3,803,448	4,252,814	*449,366*	492,567	*941,933*
Chicago & Erie R. R.	5,493,371	5,325,790	167,581	125,570	1,911,898	*1,786,328*	....	*1,786,328*
Chicago, Indiana & Southern R. R.	4,407,458	3,429,995	977,463	1,468,280	1,290,391	177,889	....	177,889
Chicago, Indianapolis & Louisville Ry.	6,985,944	5,103,935	1,882,009	1,889,707	1,287,437	602,270	540,888	61,382
Chicago, Peoria & St. Louis R. R.	1,697,793	1,600,448	97,345	65,195	192,935	*127,740*	....	*127,740*
Chicago, Terre Haute & Southeastern Ry.	1,929,552	1,501,630	427,922	770,389	667,262	103,127	....	103,127
Cincinnati, Hamilton & Dayton Ry.	10,071,297	8,061,990	2,009,307	1,775,497	3,418,564	*1,643,067*	....	*1,643,067*
Cincinnati Northern R. R.	1,416,922	1,215,782	201,140	160,285	123,276	37,009	45,000	*7,991*
Cleveland, Cincinnati, Chicago & St. Louis Ry.	33,983,300	26,859,000	7,124,300	6,649,786	5,794,975	854,811	500,000	354,811
Detroit & Mackinac Ry.	1,242,327	846,696	395,631	338,522	96,829	241,693	147,500	94,193
Detroit & Toledo Shore Line R. R.	1,354,559	639,655	714,904	673,937	399,747	274,190	114,240	159,850
Detroit, Grand Haven & Milwaukee Ry.	2,516,327	2,405,458	110,869	77,973	634,620	*556,647*	....	*556,647*
Detroit, Toledo & Ironton Ry.	1,673,288	1,846,831	*173,545*	*220,110*	1,207,646	*1,427,756*	....	*1,427,756*
Grand Rapids & Indiana Ry.	5,519,074	4,370,062	1,149,012	911,453	798,799	112,654	....	112,654
Grand Trunk Western Ry.	7,476,500	5,657,081	1,819,419	1,777,089	1,808,117	*31,028*	....	*31,028*
Hocking Valley Ry.	7,817,644	4,983,843	2,833,801	3,161,504	1,243,858	1,917,646	1,264,943	652,703
Illinois Central R. R.	64,280,903	50,048,911	14,231,992	17,250,200	10,675,087	6,575,113	6,557,760	17,353
Kanawha & Michigan Ry.	3,303,229	2,185,419	1,117,810	1,319,704	314,308	1,005,396	540,000	465,396
Lake Erie & Western R. R.	6,062,327	4,632,819	1,429,508	1,297,980	1,097,963	200,017	....	200,017
Lake Shore & Michigan Southern Ry.	58,272,052	38,543,617	19,728,435	28,366,460	10,991,116	17,375,344	8,999,298	8,376,046
Michigan Central R. R.	35,379,498	24,906,203	10,473,295	10,224,382	6,925,287	3,299,095	1,124,184	2,174,911
New York, Chicago & St. Louis R. R.	12,623,144	9,311,189	3,311,955	3,097,993	1,558,199	1,539,794	1,359,469	180,325
Pennsylvania Co.	66,573,352	49,308,685	17,264,667	27,967,490	15,821,120	12,146,370	5,600,000	6,546,370
Peoria & Eastern Ry.	3,568,499	2,766,149	802,350	697,622	764,614	*66,992*	....	*66,992*
Pere Marquette R. R.	17,406,755	13,906,422	3,500,333	3,143,286	4,738,836	*1,595,550*	....	*1,595,550*
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	44,510,900	34,981,707	9,529,193	8,688,727	5,175,367	3,513,360	3,232,490	280,870
Pittsburgh & Lake Erie R. R.	20,040,508	9,982,312	10,058,196	10,354,041	2,223,331	8,130,710	4,498,200	3,632,510
Toledo & Ohio Central Ry.	5,672,733	4,073,023	1,599,710	1,566,814	615,374	951,440	477,385	474,055

Toledo, Peoria & Western	1,392,960	1,135,247	257,713	266,026	228,354	37,672		37,672
Toledo, St. Louis & Western R. R	4,835,167	2,900,257	1,434,910	1,696,589	1,631,827	63,762		63,762
Vandalia R. R	11,204,405	8,724,102	2,480,303	2,251,944	1,444,706	807,238	584,706	222,532
Wabash R. R	31,769,287	24,693,489	7,075,798	7,032,153	6,927,833	104,320		104,320
Wheeling & Lake Erie R. R	7,831,948	5,890,639	1,941,309	1,614,409	1,501,404	113,005		113,005
Wabash Pittsburg Terminal Ry	814,318	734,111	80,207	385,853	545,543	*159,690*		*159,690*
	533,683,606	397,068,273	136,615,333	156,415,777	103,727,848	52,687,929	37,078,630	15,609,299
Taxes			20,422,036					
Net after taxes			116,193,297					

GROUP 2.

Baltimore & Ohio R. R	$101,556,132	$73,779,638	$27,776,494	$29,153,484	$15,771,372	$13,382,112	$11,475,867	$1,906,245
Erie R. R	53,971,813	35,379,385	18,592,428	22,508,841	12,616,838	9,892,003		9,892,003
	155,527,945	109,159,023	46,368,922	51,662,325	28,388,210	23,274,115	11,475,867	11,798,248
Taxes			4,729,301					
Net after taxes			41,639,621					

GROUP 3.

Ann Arbor R. R	$2,072,702	$1,435,083	$637,619	$524,685	$369,343	$155,342		$155,342
Chesapeake & Ohio Ry. of Indiana	2,501,366	2,226,566	274,800	231,451	433,187	*201,736*		*201,736*
Chicago & Alton R. R	15,254,865	12,840,072	2,414,793	1,229,599	3,112,890	*1,883,291*		*1,883,291*
Chicago & Eastern Illinois R. R	16,214,972	12,884,668	3,330,304	3,803,448	4,252,814	*449,366*	$492,567	*941,933*
Chicago & Erie R. R	5,493,371	5,325,790	167,581	125,570	1,911,898	*1,786,328*		*1,786,328*
Chicago, Indiana & Southern R. R	4,407,458	3,429,995	977,463	1,468,280	1,290,391	177,889		177,889
Chicago, Indianapolis & Louisville Ry	6,985,944	5,103,935	1,882,009	1,889,707	1,287,437	602,270	540,888	61,382
Chicago, Peoria & St. Louis R. R	1,697,793	1,600,448	97,345	65,195	192,935	*127,740*		*127,740*
Chicago, Terre Haute & Southeastern Ry	1,929,552	1,501,630	427,922	770,389	667,262	103,127		103,127
Cincinnati, Hamilton & Dayton Ry	10,071,297	8,061,990	2,009,307	1,775,497	3,418,564	*1,643,067*		*1,643,067*
Cincinnati Northren R. R	1,416,922	1,215,782	201,140	160,285	123,276	37,009	45,000	*7,991*
Cleveland, Cincinnati, Chicago & St. Louis Ry	33,983,300	26,859,000	7,124,300	6,649,786	5,794,975	854,811	500,000	354,811
Detroit & Mackinac Ry	1,242,327	846,696	395,631	338,522	96,829	241,693	147,500	94,193
Toledo & Shore Line R. R	1,354,559	639,655	714,904	673,937	399,747	274,190	114,240	159,850
Detroit, Grand Haven & Milwaukee Ry	2,516,327	2,405,458	110,869	77,973	634,620	*556,647*		*556,647*
Detroit, Toledo & Ironton Ry	1,673,286	1,846,831	*173,545*	*220,110*	1,207,646	*1,427,756*		*1,427,756*
Grand Rapids & Indiana Ry	5,519,074	4,370,062	1,149,012	911,453	798,799	112,654		112,654
Grand Trunk Western Ry	7,476,500	5,657,081	1,819,419	1,777,089	1,808,117	*31,028*		*31,028*
Illinois Central R. R	64,280,903	50,048,911	14,231,992	17,250,200	10,675,087	6,575,113	6,557,760	17,353
Lake Erie & Western R. R	6,062,327	4,632,819	1,429,508	1,297,980	1,097,963	200,017		200,017
New York, Chicago & St. Louis R. R	12,623,144	9,311,189	3,311,955	3,097,993	1,558,199	1,539,794	1,359,469	180,325
Peoria & Eastern Ry	3,568,499	2,766,149	802,350	697,622	764,614	*66,992*		*66,992*

MAXWELL EXHIBIT No. 1—Continued.

Statement of income account—Continued.

1913—Continued.

GROUP 3—Continued.

	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Pere Marquette R. R.	$17,406,755	$13,906,422	$3,500,333	$3,143,286	$4,738,836	*$1,595,550*		*$1,595,550*
Toledo, Peoria & Western Ry.	1,392,960	1,135,247	257,713	266,026	228,354	37,672		37,672
Toledo, St. Louis & Western R. R.	4,335,167	2,900,257	1,434,910	1,695,589	1,631,827	63,762		63,762
Vandalia R. R.	11,204,405	8,724,102	2,480,303	2,251,944	1,444,706	807,238	$584,706	222,532
Wabash R. R.	31,769,287	24,693,489	7,075,798	7,032,153	6,927,833	104,320		104,320
Wabash Pittsburg Terminal Ry.	814,318	734,111	80,207	385,853	545,543	*159,690*		*159,690*
	275,269,380	217,103,438	58,165,942	59,371,402	57,403,692	1,967,710	10,342,130	*8,374,420*
Taxes			10,691,420					
Net after taxes			47,474,522					

MAXWELL EXHIBIT No. 1—Continued.

Statement of expenditures for additions and betterments fiscal years 1908–1913, inclusive.

[Page 12.]

GROUP 1.

	From income.	From new capital.	Total.
Ann Arbor R. R.	$710,806	$1,854,857	$2,565,633
Bessemer & Lake Erie R. R.	322,651	3,597,601	[1] 3,920,252
Chesapeake & Ohio Ry. of Indiana	....	2,864,380	2,864,380
Chicago & Alton R. R.	....	8,409,848	8,409,848
Chicago & Eastern Illinois R. R.	....	8,114,238	8,114,238
Chicago & Erie R. R.	246,521	4,184,972	4,431,493
Chicago, Indiana & Southern R. R.	543,306	7,382,668	7,925,974
Chicago, Indianapolis & Louisville Ry.	3,226,304	4,391,350	7,617,654
Chicago, Peoria & St. Louis R. R.	100,839	225,000	325,839
Chicago, Terre Haute & Southeastern Ry.	1,270,379	2,826,250	4,096,629
Cincinnati, Hamilton & Dayton Ry.	....	7,357,418	7,357,418
Cincinnati Northern R. R.	94,686	....	94,686
Cleveland, Cincinnati, Chicago & St. Louis Ry.	705,230	28,373,618	29,078,848
Detroit & Mackinac Ry.	464,782	....	464,782
Detroit & Toledo Shore Line R. R.	445,743	....	445,743
Detroit, Grand Haven & Milwaukee Ry.	43,955	....	43,955
Detroit, Toledo & Ironton Ry.	195,147	....	195,147
Grand Rapids & Indiana Ry.	605,550	899,878	1,505,428
Grand Trunk Western Ry.	258,764	4,831,617	5,090,381
Hocking Valley Ry.	79,655	3,198,529	[1] 3,278,184
Illinois Central R. R.	494,011	59,559,365	60,053,376
Kanawha & Michigan Ry.	712,783	2,185,192	[1] 2,897,975
Lake Erie & Western R. R.	375,317	835,577	1,210,894
Lake Shore & Michigan Southern Ry.	3,313,168	41,758,186	[1] 45,071,354
Michigan Central R. R.	3,378,790	15,844,456	[1] 19,223,246
New York, Chicago & St. Louis R. R.	1,607,641	2,837,244	[1] 4,444,885
Pennsylvania Co.	7,211,505	13,242,362	[1] 20,453,867
Peoria & Eastern Ry.	569,271	....	569,271
Pere Marquette R. R.	....	4,887,766	4,887,766
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	4,469,990	24,691,361	[1] 29,161,351
Pittsburgh & Lake Erie R. R.	6,730,332	14,647,546	[1] 21,377,878
Toledo & Ohio Central Ry.	627,030	2,921,016	[1] 3,548,046
Toledo, Peoria & Western Ry.	253,372	....	253,372
Toledo, St. Louis & Western R. R.	612,485	....	612,485
Vandalia R. R.	1,154,279	5,066,776	6,221,055
Wabash R. R.	1,367,409	8,243,004	9,610,413
Wheeling & Lake Erie R. R.	2,376,921	3,879,136	6,256,057
Wabash Pittsburgh Terminal Ry.	42,195	1,307,272	1,349,467
	44,610,817	290,418,483	335,029,000

GROUP 3.

Ann Arbor R. R.	$710,806	$1,854,857	$2,565,663
Chesapeake & Ohio Ry. of Indiana	....	2,864,380	2,864,380
Chicago & Alton R. R.	....	8,409,848	8,409,848
Chicago & Eastern Illinois R. R.	....	8,114,238	8,114,238
Chicago & Erie R. R.	246,521	4,184,972	4,431,493
Chicago, Indiana & Southern R. R.	543,306	7,382,668	7,925,974
Chicago, Indianapolis & Louisville Ry.	3,226,304	4,391,350	7,617,654
Chicago, Peoria & St. Louis R. R.	100,839	225,000	325,839
Chicago, Terre Haute & Southeastern Ry.	1,270,379	2,826,250	4,096,629
Cincinnati, Hamilton & Dayton Ry.	....	7,357,418	7,357,418
Cincinnati Northern R. R.	94,686	....	94,686
Cleveland, Cincinnati, Chicago & St. Louis Ry.	705,230	28,373,618	29,078,848
Detroit & Mackinac Ry.	464,782	....	464,782
Detroit & Toledo Shore Line R. R.	445,743	....	445,743
Detroit, Grand Haven & Milwaukee Ry.	43,955	....	43,955
Detroit, Toledo & Ironton Ry.	195,147	....	195,147
Grand Rapids & Indiana Ry.	605,550	899,878	1,505,428
Grand Trunk Western Ry.	258,764	4,831,617	5,090,381
Illinois Central R. R.	494,011	59,559,365	60,053,376
Lake Erie & Western R. R.	375,317	835,577	1,210,894
New York, Chicago & St. Louis R. R.	1,607,641	2,837,244	[1] 4,444,885
Peoria & Eastern Ry.	569,271	....	569,271
Pere Marquette R. R.	....	4,887,766	4,887,766
Toledo, Peoria & Western Ry.	253,372	....	253,372
Toledo, St. Louis & Western R. R.	612,485	....	612,485
Vandalia R. R.	1,154,279	5,066,776	6,221,055
Wabash R. R.	1,367,409	8,243,004	9,610,413
Wabash Pittsburgh Terminal Ry.	42,195	1,307,272	1,349,467
	15,387,992	164,453,098	179,841,090

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[1] Figures obtained through Bureau of Railway Economics; others obtained direct from executive offices of carriers.

MAXWELL EXHIBIT No. 1—Continued.

Statement showing results of operation. Forty Central Freight Association roads (fiscal years 1910 v. *1912 and 1913).*

[Page 13.]

Showing the percentage relation the principal items of cost bear to the Operating Revenues and also showing the increased cost of operation, 1913 over 1910, based on the application to 1913 business of the per cents the 1910 costs bore to the business of that year.

GROUP 1.

	1910		1912		1912 increase over 1910.			1913		1913 increase over 1910.			1913 business on the basis of 1910 costs.	1913 increase over 1910 basis of costs.
	Amount.	Per cent of operating revenues.	Amount.	Per cent of operating revenues.	Amount.	Percentage increase.		Amount.	Per cent of operating revenues.	Amount.	Percentage increase.			
						Actual.	Relative to gross.				Actual.	Relative to gross.		
Operating revenues	$457,220,570	....	$478,971,906	....	$21,751,336	4.8	....	$533,683,606	....	$76,463,036	16.7	....	$533,683,606	....
Maintenance of way and structures	57,931,803	12.7	59,611,685	12.4	1,679,882	2.9	*2.4*	75,471,310	14.1	17,539,507	30.3	11.0	67,777,818	$7,693,492
Maintenance of equipment	75,475,237	16.5	86,179,448	18.0	10,704,211	14.2	9.1	99,727,046	18.7	24,251,809	32.1	13.3	88,057,795	11,669,251
Traffic	11,189,778	2.5	11,354,733	2.4	164,955	1.4	*4.0*	11,654,701	2.2	464,923	4.1	*12.0*	13,342,090	*1,687,389*
Transportation	158,263,298	34.5	181,342,025	37.9	23,078,727	14.6	9.5	198,601,860	37.2	40,338,562	25.5	7.8	184,120,845	14,481,015
General	9,933,867	2.2	11,053,264	2.3	1,119,397	11.1	4.5	11,613,356	2.2+	1,679,489	16.8	....	11,741,039	*127,683*
Operating expenses	312,793,983	68.4	349,541,155	73.0	36,747,172	11.7	6.7	397,068,273	74.4	84,274,290	26.9	8.8	365,039,587	32,028,686
Taxes	16,451,151	3.6	18,539,609	3.8	2,088,458	12.6	5.6	20,422,036	3.8	3,970,885	24.1	5.6	19,212,610	1,209,426
Taxes and operating expenses	329,245,134	72.0	368,080,764	76.8	38,835,630	11.8	6.6	417,490,309	78.2	88,245,175	26.8	8.6	384,252,197	33,238,112
Net after taxes	127,975,436	28.0	110,891,142	23.2	*17,084,296*	*13.3*	*17.1*	116,193,297	21.8	*11,782,139*	*9.2*	*22.1*	149,431,409	*33,238,112*

GROUP 2.

Operating revenues........	$135,579.804	....	$141,032,418	....	$5,452,614	4.0	....	$155,527,945	....	$19,948,141	14.7	....
Maintenance of way and structures................	16,350,093	12.1	16,631,459	11.8	281,366	1.7	*2.5*	19,392,471	12.5	3,042,378	18.3	3.3
Maintenance of equipment.	24,744,494	18.3	25,252,657	17.9	508,163	2.1	*2.2*	27,942,451	18.0	3,197,957	13.0	*1.6*
Traffic......................	2,976,826	2.2	3,091,410	2.2	114,584	3.8	....	3,228,013	2.0	251,187	*8.4*	*9.1*
Transportation.............	44,993,266	33.2	49,689,358	35.2	4,696,092	10.4	9.0	55,333,042	35.6	10,339,776	23.0	7.2
General.....................	2,639,507	1.9	3,066,916	2.2	427,409	16.2	15.7	3,263,046	2.1	623,539	23.5	10.5
Operating expenses...	91,704,186	67.7	97,731,800	69.3	6,027,614	6.6	2.4	109,159,023	70.2	17,454,837	19.0	3.7
Taxes......................	3,710,021	2.7	4,647,507	3.3	937,486	25.3	22.2	4,729,301	3.0	1,019,280	27.5	11.1
Taxes and operating expenses...........	95,414,207	70.4	102,379,307	72.6	6,965,100	7.3	3.1	113,888,324	73.2	18,474,117	19.4	4.0
Net after taxes.............	40,165,597	29.6	38,653,111	27.4	*1,512,486*	*3.8*	*7.4*	41,639,621	26.8	1,474,024	3.7	*9.5*

Operating revenues........	$155,527,945	....
Maintenance of way and structures................	18,818,881	$573,590
Maintenance of equipment.	28,461,618	*519,167*
Traffic......................	3,421,615	*193,602*
Transportation.............	51,635,278	3,697,764
General.....................	2,955,031	308,015
Operating expenses...	105,292,423	3,866,600
Taxes......................	4,199,255	530,046
Taxes and operating expenses...........	109,491.678	4,396,646
Net after taxes.............	46,036,267	*4,396,646*

GROUP 3.

Operating revenues........	$239.495,676	....	$253,144,490	....	$13,648,814	5.7	....	$275,269,380	....	$35,773,704	15.0	....
Maintenance of way and structures................	30,232,992	12.6	32,108,361	12.7	1,875,369	6.2	.8	39,032,585	14.2	8,799,593	29.1	12.7
Maintenance of equipment.	41,440,966	17.3	47,889,197	18.9	6,448,231	15.6	9.2	53,180,383	19.3	11,739,417	26.7	11.6
Traffic......................	7,047,657	3.0	7,295,468	2.9	247,811	3.5	*3.3*	7,378,157	2.7	330,500	4.7	*10.0*
Transportation.............	88,386,345	37.0	104,296,198	41.3	15,909,853	18.0	11.6	110,761,454	40.3	22,375,109	25.3	8.9
General.....................	6,048,277	2.5	6,694,123	2.6	645,846	10.7	4.0	6,750,859	2.4	702,582	11.6	*4.0*
Operating expenses..	173,156,237	72.4	198,283,347	78.4	25,127,110	14.5	8.3	217,103,438	78.9	43,947,201	25.4	9.0
Taxes......................	9,321,223	3.9	9,941,175	3.9	619,952	6.7	....	10,691,420	3.9+	1,370,197	14.7	....
Taxes and operating expenses...........	182,477,460	76.3	208,224,522	82.3	25,747,062	14.1	7.9	227,794,858	82.8	45,317,398	24.9	8.5
Net after taxes.............	57,018,216	23.7	44,919,968	17.7	*12,098,248*	*21.2*	*25.3*	47,474,522	17.2	*9,543,694*	*17.4*	*27.4*

Operating revenues........	$275,269,380	....
Maintenance of way and structures................	34,683,942	$4,348,643
Maintenance of equipment.	47,621,603	5,558,780
Traffic......................	8,258,081	*879,924*
Transportation.............	101,849.671	8,911,783
General.....................	6,881,734	*130,875*
Operating expenses..	199,295,031	17,808,407
Taxes......................	10,735,506	*44,086*
Taxes and operating expenses...........	210,030,537	17,764,321
Net after taxes.............	65,238,843	*17,764,321*

Italic figures indicate decrease or deficit.

MAXWELL EXHIBIT NO. 1—Continued.

Detail of operating expenses.

1910.

[Page 14.]

GROUP 1.

	Maintenance.		Traffic.	Transportation.	General.	Total.
	Way and structures.	Equipment.				
Ann Arbor R. R.	$298,306	$246,453	$46,981	$642,806	$64,222	$1,298,768
Bessemer & Lake Erie R. R.	742,886	1,299,262	94,681	1,910,813	112,022	4,159,664
Chesapeake & Ohio Ry. of Indiana	264,062	267,897	98,651	740,459	71,172	1,442,241
Chicago & Alton R. R.	1,496,484	1,493,703	470,092	4,797,685	382,243	8,640,207
Chicago & Eastern Illinois R. R.	1,153,929	2,043,377	267,412	4,096,671	392,595	7,953,984
Chicago & Erie R. R.	528,769	1,085,263	196,253	2,168,677	105,421	4,084,383
Chicago, Indiana & Southern R. R.	516,436	669,651	101,748	1,289,690	97,603	2,675,128
Chicago, Indianapolis & Louisville Ry	792,968	822,785	175,641	1,973,814	182,927	3,948,135
Chicago, Peoria & St. Louis R. R.	278,011	331,202	80,101	732,134	63,669	1,485,117
Chicago, Terre Haute & Southeastern Ry	244,562	286,646	40,519	530,260	83,382	1,185,369
Cincinnati, Hamilton & Dayton Ry	1,465,360	1,666,091	282,278	3,876,400	297,167	7,587,296
Cincinnati Northern R. R.	188,603	250,228	33,098	430,534	33,983	936,446
Cleveland, Cincinnati, Chicago & St. Louis Ry	3,478,222	4,845,195	956,389	11,359,713	594,546	21,234,065
Detroit & Mackinac Ry	199,824	196,889	26,552	392,788	33,400	849,453
Detroit & Toledo Shore Line R. R.	114,183	54,853	14,126	255,298	21,291	459,751
Detroit, Grand Haven & Milwaukee Ry	282,566	297,479	71,275	839,994	64,661	1,555,975
Detroit, Toledo & Ironton Ry	341,796	286,077	34,394	771,776	59,927	1,493,970
Grand Rapids & Indiana Ry	646,739	884,733	137,531	2,051,281	168,007	3,888,291
Grand Trunk Western Ry	766,614	899,473	234,248	2,324,141	157,417	4,381,893
Hocking Valley Ry	779,465	1,392,223	89,296	2,236,705	242,140	4,739,829
Illinois Central R. R.	7,607,891	13,502,250	1,246,382	19,734,910	1,229,297	43,320,730
Kanawha & Michigan Ry	517,446	646,814	24,642	690,839	53,542	1,933,283
Lake Erie & Western R. R.	796,283	977,561	152,791	1,945,750	128,062	4,000,447
Lake Shore & Michigan Southern Ry	6,242,268	7,449,964	1,113,568	15,884,763	794,851	31,485,414
Michigan Central R. R.	3,656,028	3,778,125	825,898	10,858,320	511,286	19,629,657
New York, Chicago & St. Louis R. R.	962,067	1,202,798	584,550	4,123,416	172,232	7,045,063
Pennsylvania Co.	6,982,688	8,851,756	842,955	17,246,817	933,864	34,858,080
Peoria & Eastern Ry	395,137	557,950	65,785	1,197,993	62,762	2,279,627
Pere Marquette R. R.	1,640,020	1,759,164	355,545	5,496,766	306,683	9,558,178
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	5,657,202	7,095,203	810,897	13,479,755	735,051	27,778,108
Pittsburgh & Lake Erie R. R.	1,741,213	1,386,803	182,048	3,783,359	254,881	7,348,304
Toledo & Ohio Central Ry	612,901	744,438	72,488	1,418,634	80,892	2,929,353
Toledo, Peoria & Western Ry	207,887	215,094	30,425	434,750	37,559	925,715
Toledo, St. Louis & Western R. R.	407,870	533,060	92,047	1,245,382	107,413	2,385,772
Vandalia R. R.	1,471,926	1,832,220	297,771	3,617,867	229,808	7,449,592
Wabash R. R.	3,600,739	4,117,109	928,784	11,056,061	833,530	20,536,223
Wheeling & Lake Erie R. R.	766,714	1,389,684	85,648	2,366,947	167,061	4,776,054
Wabash Pittsburg Terminal Ry	85,738	115,764	26,288	259,329	67,298	554,417
	57,931,803	75,475,237	11,189,778	158,263,297	9,933,867	312,793,983

GROUP 2.

Baltimore & Ohio R. R.	$11,661,410	$16,373,776	$1,877,203	$29,738,992	$1,682,419	$61,333,800
Erie R. R.	4,688,683	8,370,718	1,099,623	15,254,274	957,088	30,370,386
	16,350,093	24,744,494	2,976,826	44,993,266	2,639,507	91,704,186

MAXWELL EXHIBIT No. 1—Continued.

Detail of operating expenses—Continued.

1910—Continued.

GROUP 3.

	Maintenance.		Traffic.	Transportation.	General.	Total.
	Way and structures.	Equipment.				
Ann Arbor R. R.	$298,306	$246,453	$46,981	$642,806	$64,222	$1,298,768
Chesapeake & Ohio Ry. of Indiana	264,062	267,897	98,651	740,459	71,172	1,442,241
Chicago & Alton R. R.	1,496,484	1,493,703	470,092	4,797,685	382,243	8,640,207
Chicago & Eastern Illinois R.R.	1,153,929	2,043,377	267,412	4,096,671	392,595	7,953,984
Chicago & Erie R. R.	528,769	1,085,263	196,253	2,168,677	105,421	4,084,383
Chicago, Indiana & Southern R. R.	516,436	669,651	101,748	1,289,690	97,603	2,675,128
Chicago, Indianapolis & Louisville Ry.	792,968	822,785	175,641	1,973,814	182,927	3,948,135
Chicago, Peoria & St. Louis R.R	278,011	331,202	80,101	732,134	63,669	1,485,117
Chicago, Terre Haute & Southeastern Ry.	244,562	286,646	40,519	530,260	83,382	1,185,369
Cincinnati, Hamilton & Dayton Ry.	1,465,360	1,666,091	282,278	3,876,400	297,167	7,587,296
Cincinnati Northern R. R.	188,603	250,228	33,098	430,534	33,983	936,446
Cleveland, Cincinnati, Chicago & St. Louis Ry.	3,478,222	4,845,195	956,389	11,359,713	594,546	21,234,065
Detroit & Mackinac Ry.	199,824	196,889	26,552	392,788	33,400	849,453
Detroit & Toledo Shore Line R. R.	114,183	54,853	14,126	255,298	21,291	459,751
Detroit, Grand Haven & Milwaukee Ry.	282,566	297,479	71,275	839,994	64,661	1,555,975
Detroit, Toledo & Ironton Ry.	341,796	286,077	34,394	771,776	59,927	1,493,970
Grand Rapids & Indiana Ry.	646,739	884,733	137,531	2,051,281	168,007	3,888,291
Grand Trunk Western Ry.	766,614	899,473	234,248	2,324,141	157,417	4,381,893
Illinois Central R. R.	7,607,891	13,502,259	1,246,382	19,734,910	1,229,297	43,320,730
Lake Erie & Western R. R.	796,283	977,561	152,791	1,945,750	128,062	4,000,447
New York, Chicago & St. Louis R. R.	962,067	1,202,798	584,550	4,123,416	172,232	7,045,063
Peoria & Eastern Ry.	395,137	557,950	65,785	1,197,993	62,762	2,279,627
Pere Marquette R. R.	1,640,020	1,759,164	355,545	5,496,766	306,683	9,558,178
Toledo, Peoria & Western Ry.	207,887	215,094	30,425	434,750	37,559	925,715
Toledo, St. Louis & Western R. R.	407,870	533,060	92,047	1,245,382	107,413	2,385,772
Vandalia R. R.	1,471,926	1,832,220	297,771	3,617,867	229,808	7,449,592
Wabash R. R.	3,600,739	4,117,109	928,784	11,056,061	833,530	20,536,223
Wabash Pittsburg Terminal Ry	85,738	115,765	26,288	259,329	67,298	554,418
	30,232,992	41,440,966	7,047,657	88,386,345	6,048,277	173,156,237

1912.

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GROUP 1.

Ann Arbor R. R.	$238,049	$236,675	$50,442	$800,711	$93,568	$1,419,448
Bessemer & Lake Erie R. R.	783,659	1,550,994	105,302	2,105,550	123,249	4,668,753
Chesapeake & Ohio Ry. of Indiana	555,872	632,381	40,983	1,164,202	22,767	2,416,205
Chicago & Alton R. R.	1,894,536	2,696,132	477,995	5,428,689	387,848	10,885,200
Chicago & Eastern Illinois R. R.	1,462,391	2,778,230	362,549	5,810,823	485,759	10,899,752
Chicago & Erie R. R.	663,921	1,011,327	252,733	2,623,476	127,969	4,679,426
Chicago, Indiana & Southern R. R.	559,509	1,145.298	90,540	1,458,535	101,597	3,355,476
Chicago, Indianapolis & Louisville Ry.	904,879	953,342	210,467	2,529,723	176,803	4,775,212
Chicago, Peoria & St. Louis R. R.	237,769	345,013	87,551	782,295	70,328	1,522,956
Chicago, Terre Haute & Southeastern Ry.	269,944	309,255	35,926	590,557	89,394	1,295,076
Cincinnati, Hamilton & Dayton Ry.	1,000,947	1,703,448	234,812	4,153,647	224,399	7,317,253
Cincinnati Northern R. R.	247,765	285,723	32,566	567,867	37,675	1,171,596
Cleveland, Cincinnati, Chicago & St. Louis Ry.	3,555,982	5,395,234	908,299	12,439,596	662,551	22,961,662
Detroit & Mackinac Ry.	201,752	218,290	29,504	411,688	36,879	898,113
Detroit & Toledo Shore Line R. R.	108,971	57,926	13,757	337,275	24,348	542,277
Detroit, Grand Haven & Milwaukee Ry.	285,990	314,050	77,258	1,185,365	67,821	1,930,484
Detroit, Toledo & Ironton Ry.	336,358	232,043	32,465	866,223	109,564	1,576,655
Grand Rapids & Indiana Ry.	601,728	882,930	135,968	2,233,928	179,565	4,034,119
Grand Trunk Western Ry.	665,621	956,842	227,890	2,803,897	175,709	4,829,961
Hocking Valley Ry.	853,403	1,192,191	99,621	2,245,657	188,170	4,579,042

MAXWELL EXHIBIT No. 1—Continued.

Detail of operating expenses—Continued.

1912—Continued.

GROUP 1—Continued.

	Maintenance.		Traffic.	Transportation.	General.	Total.
	Way and structures.	Equipment.				
Illinois Central R. R.	$7,691,215	$13,857,549	$1,400,942	$23,653,249	$1,518,512	$48,121,467
Kanawha & Michigan Ry.	405,947	570,346	27,676	928,426	81,165	2,013,560
Lake Erie & Western R. R.	801,085	1,003,128	146,392	2,206,739	134,219	4,291,563
Lake Shore & Michigan Southern Ry.	5,665,083	8,255,521	987,347	16,808,102	946,698	32,662,751
Michigan Central R. R.	3,424,356	4,232,529	770,921	12,461,699	548,603	21,438,108
New York, Chicago & St. Louis R. R.	1,312,397	1,254,596	562,595	4,879,988	207,182	8,216,758
Pennsylvania Co.	7,572,917	9,861,581	930,986	19,446,252	1,080,076	38,891,812
Peoria & Eastern Ry.	422,286	471,871	60,922	1,331,546	69,051	2,355,676
Pere Marquette R. R.	2,064,891	2,804,938	423,916	7,707,865	407,194	13,408,804
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	5,320,316	7,662,881	815,782	14,821,504	813,042	29,433,525
Pittsburgh & Lake Erie R. R.	1,774,968	2,616,372	154,348	3,903,007	286,795	8,735,488
Toledo & Ohio Central Ry.	831,160	945,760	76,967	1,839,747	102,799	3,796,433
Toledo, Peoria & Western Ry.	200,036	286,529	28,281	490,564	40,607	1,046,017
Toledo, St. Louis & Western R. R.	423,902	620,322	96,991	1,421,708	102,935	2,665,858
Vandalia R. R.	1,413,938	1,987,525	300,732	4,018,891	224,362	7,945,448
Wabash R. R.	3,889,590	5,312,741	953,131	12,137,367	857,653	23,150,484
Wheeling & Lake Erie R. R.	871,515	1,402,076	90,315	2,485,883	188,546	5,038,335
Wabash Pittsburg Terminal Ry.	97,037	135,856	19,861	259,784	57,862	570,401
	59,611,685	86,179,448	11,354,733	181,342,025	11,053,264	349,541,155
GROUP 2.						
Baltimore & Ohio R. R.	$11,365,454	$16,651,534	$1,950,599	$32,751,234	$1,990,716	$64,709,538
Erie R. R.	5,266,005	8,601,123	1,140,811	16,938,124	1,076,200	33,022,262
	16,631,459	25,252,657	3,091,410	49,689,358	3,066,916	97,731,800
GROUP 3.						
Ann Arbor R. R.	$238,049	$236,678	$50,442	$800,711	$93,568	$1,419,448
Chesapeake & Ohio Ry. of Indiana	555,872	632,381	40,983	1,164,202	22,767	2,416,205
Chicago & Alton R. R.	1,894,536	2,696,132	477,995	5,428,689	387,848	10,885,200
Chicago & Eastern Illinois R. R.	1,462,391	2,778,230	362,549	5,810,823	485,759	10,899,752
Chicago & Erie R. R.	663,921	1,011,327	252,733	2,623,476	127,969	4,679,426
Chicago, Indiana & Southern R. R.	559,509	1,145,298	90,540	1,458,535	101,597	3,355,476
Chicago, Indianapolis & Louisville Ry.	904,879	953,342	210,467	2,529,723	176,803	4,775,212
Chicago, Peoria & St. Louis R. R.	237,769	345,013	87,551	782,295	70,328	1,522,956
Chicago, Terre Haute & Southeastern Ry.	269,944	309,255	35,926	590,557	89,394	1,295,076
Cincinnati, Hamilton & Dayton Ry.	1,000,947	1,703,448	234,812	4,153,647	224,399	7,317,253
Cincinnati Northern R. R.	247,765	285,723	32,566	567,867	37,675	1,171,596
Cleveland, Cincinnati, Chicago & St. Louis Ry.	3,555,982	5,395,234	908,299	12,439,596	662,551	22,961,662
Detroit & Mackinac Ry.	201,752	218,290	29,504	411,688	36,879	898,113
Detroit & Toledo Shore Line R. R.	108,971	57,926	13,757	337,275	24,348	542,277
Detroit, Grand Haven & Milwaukee Ry.	285,990	314,050	77,258	1,185,365	67,821	1,930,484
Detroit, Toledo & Ironton Ry.	336,358	232,043	32,465	866,223	109,564	1,576,655
Grand Rapids & Indiana Ry.	601,728	882,930	135,968	2,233,928	179,565	4,034,119
Grand Trunk Western Ry.	665,621	956,842	227,890	2,803,897	175,709	4,829,961
Illinois Central R. R.	7,691,215	13,857,549	1,400,942	23,653,249	1,518,512	48,121,467
Lake Erie & Western R. R.	801,085	1,003,128	146,392	2,206,739	134,219	4,291,563
New York, Chicago & St. Louis R. R.	1,312,397	1,254,596	562,595	4,879,988	207,182	8,216,758
Peoria & Eastern Ry.	422,286	471,871	60,922	1,331,546	69,051	2,355,676
Pere Marquette R. R.	2,064,891	2,804,938	423,916	7,707,865	407,194	13,408,804
Toledo, Peoria & Western Ry.	200,036	286,529	28,281	490,564	40,607	1,046,017
Toledo, St. Louis & Western R. R.	423,902	620,322	96,991	1,421,708	102,935	2,665,858
Vandalia R. R.	1,413,938	1,987,525	300,732	4,018,891	224,362	7,945,448
Wabash R. R.	3,889,590	5,312,741	953,131	12,137,367	857,653	23,150,484
Wabash Pittsburg Terminal Ry.	97,037	135,856	19,861	259,784	57,864	570,401
	32,108,361	47,889,197	7,295,468	104,296,198	6,694,123	198,283,347

MAXWELL EXHIBIT No. 1—Continued.

Detail of operating expenses—Contined.

1913.

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GROUP 1.

	Maintenance.		Traffic.	Transportation.	eneral.	Total.
	Way and structures.	Equipment.				
Ann Arbor R. R	$295,141	$259,188	$49,641	$743,898	$87,215	$1,435,083
Bessemer & Lake Erie R. R	982,051	1,708,771	108,586	2,175,830	134,149	5,109,387
Chesapeake & Ohio Ry. of Indiana	516,759	551,427	45,448	1,092,372	20,560	2,226,566
Chicago & Alton R. R	2,550,080	3,379,145	539,088	5,968,794	402,965	12,840,072
Chicago & Eastern Illinois R.R	2,155,196	3,717,829	316,582	6,205,411	489,650	12,884,668
Chicago & Erie R. R	896,208	1,179,829	252,171	2,860,029	137,553	5,325,790
Chicago, Indiana & Southern R. R	571,383	1,120,674	97,171	1,524,781	115,986	3,429,995
Chicago, Indianapolis & Louisville Ry	1,069,198	982,051	216,675	2,656,418	179,595	5,103,937
Chicago, Peoria & St. Louis R.R	269,945	363,677	83,487	813,257	70,082	1,600,448
Chicago, Terre Haute & Southeastern Ry	332,289	402,569	37,308	634,029	95,435	1,501,630
Cincinnati, Hamilton & Dayton Ry	1,241,461	1,876,585	234,241	4,477,247	232,456	8,061,990
Cincinnati Northern R. R	261,441	297,576	31,713	585,008	40,044	1,215,782
Cleveland, Cincinnati, Chicago & St. Louis Ry	4,795,550	6,785,848	862,527	13,708,573	706,502	26,859,000
Detroit & Mackinac Ry	166,415	174,768	26,969	443,602	34,942	846,696
Detroit & Toledo Shore Line R. R	145,378	76,065	14,739	375,048	28,425	639,655
Detroit, Grand Haven & Milwaukee Ry	551,426	364,853	82,103	1,341,492	65,585	2,405,458
Detroit, Toledo & Ironton Ry	422,046	469,201	31,723	859,466	64,395	1,846,831
Grand Rapids & Indiana Ry	777,463	919,817	139,532	2,343,055	190,195	4,370,062
Grand Trunk Western Ry	826,430	1,077,613	262,814	3,295,827	194,397	5,657,081
Hocking Valley Ry	781,109	1,595,266	106,384	2,332,475	168,609	4,983,843
Illinois Central R. R	8,519,025	13,952,654	1,320,583	24,743,324	1,513,325	50,048,911
Kanawha & Michigan Ry	478,269	641,445	28,823	958,671	78,211	2,185,419
Lake Erie & Western R. R	894,907	1,138,283	143,302	2,315,227	141,100	4,632,819
Lake Shore & Michigan Southern Ry	7,148,005	10,363,122	1,020,739	18,965,468	1,046,283	38,543,617
Michigan Central R. R	4,199,116	5,170,762	801,007	14,110,794	624,524	24,906,203
New York, Chicago & St. Louis R. R	1,361,239	1,746,794	594,682	5,396,634	211,840	9,311,189
Pennsylvania Co	11,100,992	12,285,654	1,015,888	23,652,135	1,254,016	49,308,685
Peoria & Eastern Ry	547,615	694,533	55,620	1,397,872	70,509	2,766,149
Pere Marquette R. R	2,944,517	2,987,156	400,347	7,146,827	427,575	13,906,422
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	7,666,926	9,023,666	855,205	16,555,453	880,457	34,981,707
Pittsburgh & Lake Erie R. R	1,946,832	3,058,529	158,022	4,494,523	324,406	9,982,312
Toledo & Ohio Central Ry	849,494	1,042,274	83,586	1,985,583	112,085	4,073,023
Toledo, Peoria & Western Ry	245,668	300,203	29,102	517,970	42,305	1,135,248
Toledo, St. Louis & Western R. R	542,644	565,563	162,989	1,521,208	107,853	2,900,257
Vandalia R. R	1,638,541	2,279,910	301,257	4,273,733	230,661	8,724,102
Wabash R. R	4,330,278	5,330,497	1,025,136	13,214,059	793,519	24,693,489
Wheeling & Lake Erie R. R	1,285,931	1,657,174	98,304	2,609,473	239,757	5,890,639
Wabash Pittsburg Terminal Ry	164,342	186,075	21,208	306,296	56,190	734,111
	75,471,310	99,727,046	11,654,701	198,601,860	11,613,356	397,068,273

GROUP 2.

Baltimore & Ohio R. R	$14,019,620	$18,323,210	$2,026,274	$37,274,397	$2,136,137	$73,779,638
Erie R. R	5,372,851	9,619,241	1,201,739	18,058,645	1,126,909	35,379,385
	19,392,471	27,942,451	3,228,013	55,333,042	3,263,046	109,159,023

MAXWELL EXHIBIT No. 1—Continued.

Detail of operating expenses—Continued.

1913—Continued.

GROUP 3.

	Maintenance.		Traffic.	Transportation.	General.	Total.
	Way and structures.	Equipment.				
Ann Arbor R. R	$295,141	$259,188	$49,641	$743,898	$87,215	$1,435,083
Chesapeake & Ohio Ry. of Indiana	516,750	551,427	45,448	1,092,372	20,560	2,226,557
Chicago & Alton R. R	2,550,080	3,379,145	539,088	5,968,794	402,965	12,840,072
Chicago & Eastern Illinois R. R.	2,155,196	3,717,829	316,582	6,205,411	489,650	12,884,668
Chicago & Erie R. R	896,208	1,179,829	252,171	2,860,029	137,553	5,325,790
Chicago, Indiana & Southern R. R	571,383	1,120,674	97,171	1,524,781	115,986	3,429,995
Chicago, Indianapolis & Louisville Ry	1,069,198	982,051	216,675	2,656,418	179,595	5,103,937
Chicago, Peoria & St. Louis R. R	269,945	363,677	83,487	813,257	70,082	1,600,448
Chicago, Terre Haute & Southeastern Ry	332,289	402,569	37,308	634,029	95,435	1,501,630
Cincinnati, Hamilton & Dayton Ry	1,241,461	1,876,585	234,241	4,477,247	232,456	8,061,990
Cincinnati Northern R. R	261,441	297,576	31,713	585,008	40,044	1,215,782
Cleveland, Cincinnati, Chicago & St. Louis Ry	4,795,550	6,785,848	862,527	13,708,573	706,502	26,859,000
Detroit & Mackinac Ry	166,415	174,768	26,969	443,602	34,942	846,696
Detroit & Toledo Shore Line R. R	145,378	76,065	14,739	375,048	28,425	639,655
Detroit, Grand Haven & Milwaukee Ry	551,426	364,853	82,102	1,341,492	65,585	2,405,458
Detroit, Toledo & Ironton Ry	422,046	469,201	31,723	859,466	64,395	1,846,831
Grand Rapids & Indiana Ry	777,463	919,817	139,532	2,343,055	190,195	4,370,062
Grand Trunk Western Ry	826,430	1,077,613	262,814	3,295,827	194,397	5,657,081
Illinois Central R. R	8,519,025	13,952,654	1,320,583	24,743,324	1,513,325	50,048,911
Lake Erie & Western R. R	894,907	1,138,283	143,302	2,315,227	141,100	4,632,819
New York, Chicago & St. Louis R. R	1,361,239	1,746,794	594,682	5,396,634	211,840	9,311,189
Peoria & Eastern Ry	547,615	694,533	55,620	1,397,872	70,509	2,766,149
Pere Marquette R. R	2,944,517	2,987,156	400,347	7,146,827	427,575	13,906,422
Toledo, Peoria & Western Ry	245,668	300,203	29,102	517,970	42,305	1,135,248
Toledo, St. Louis & Western R. R	542,644	565,563	162,989	1,521,208	107,853	2,900,257
Vandalia R. R	1,638,541	2,279,910	301,257	4,273,733	230,661	8,724,102
Wabash R. R	4,330,278	5,330,497	1,025,136	13,214,059	793,519	24,693,489
Wabash Pittsburg Terminal Ry	164,342	186,075	21,208	306,296	56,190	734,111
	39,032,585	53,180,383	7,378,157	110,761,454	6,750,859	217,103,441

MAXWELL EXHIBIT No. 1—Continued.

Statement showing income account of small Central Freight Association roads, fiscal years 1910–11.

[Page 17.]

	Mileage operated.	Operating revenues.	Operating expenses.	Taxes.	Taxes and operating expenses.	Operating ratio taxes included.	Net operating revenue.		Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
							Before Deducting taxes.	After deducting taxes.					
1910	2,421	$7,591,637	$6,185,840	$378,124	$6,563,964	86.1	$1,405,797	$1,027,673	$1,290,218	$1,978,580	*$688,362*	$139,300	*$827,662*
1911	2,428	7,757,882	6,443,411	387,671	6,831,082	88.0	1,314,471	926,800	1,052,715	2,111,294	*1,058,579*	174,300	*1,232,879*

1910.

	Mileage operated.	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Arcadia & Betsey River Ry	21	$13,076	$13,238	*$162*	*$1,239*		*$1,239*		*$1,239*
Ashland & Western Ry	22	47,075	40,481	6,594	5,196	$14,612	*9,416*		*9,416*
Boyne City, Gaylord & Alpena R. R	93	251,057	182,007	69,050	57,267	32,058	25,209		25,209
Central Indiana Ry	127	189,960	195,020	*5,060*	*20,699*	79,336	*100,035*		*103,035*
Chicago & Illinois Midland Ry	25	85,236	62,829	22,407	30,512	81,088	*50,576*		*50,576*
Chicago & Wabash Valley Ry	38	10,614	23,494	*12,880*	*13,983*	2,341	*16,324*		*16,324*
Chicago, Kalamazoo & Saginaw Ry	55	222,843	140,298	82,545	67,136	64,924	2,212		2,212
Chicago, Milwaukee & Gary Ry	128	313,946	337,326	*23,380*	*53,291*	126,270	*179,561*		*179,561*
Cincinnati, Bluffton & Chicago R. R	53	64,950	61,987	2,963	1,296	75,000	*73,704*		*73,704*
Cincinnati, Lebanon & Northern Ry	45	404,503	269,742	134,761	161,538	79,742	81,796	$33,000	48,796
Cincinnati, Georgetown & Portsmouth R. R	54	174,531	129,149	45,382	39,643	5,690	33,953		33,953
Columbus & Southern Ry	23	14,159	13,830	329	164		164		164
Dayton & Union R. R	47	162,556	123,555	39,001	38,235	26,902	11,333		11,333
Dayton, Lebanon & Cincinnati R. R	30	43,571	46,232	*2,661*	*4,149*	4,657	*8,806*		*8,806*
Detroit & Charlevoix R. R	52	99,405	98,937	468	*7,215*	14,899	*22,114*		*22,114*
Dunkirk, Allegheny Valley & Pittsburg R. R	91	311,313	276,185	35,128	24,618	37,016	*12,398*		*12,398*
East Jordan & Southern R. R	31	87,089	60,686	26,403	21,540		21,540	12,500	9,140
Grand Trunk Lines, viz:									
Chicago, Detroit & Can. Grand Trunk Jct. R. R.	60	636,613	633,420	3,193	*25,492*	76,618	*102,110*	43,800	*145,910*
Cincinnati, Saginaw & Mackinaw R. R	53	203,509	222,840	*19,331*	*35,112*	46,272	*81,384*		*81,384*
Michigan Air Line Ry	106	153,222	184,626	*31,704*	*42,014*	79,308	*121,322*		*121,322*
Pontiac, Oxford & Northern R. R	101	248,089	178,978	69,111	53,578	45,554	8,024		8,024
Toledo, Saginaw & Musgegon Ry	116	148,189	166,336	*18,147*	*29,527*	94,958	*124,485*		*124,485*

MAXWELL EXHIBIT No. 1—Continued.

Statement showing income account of small Central Freight Association roads, fiscal years 1910–11—Continued.

1910—Continued.

	Mileage operated.	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Illinois Southern Ry	135	$373,891	$300,605	$73,286	$56,921	$211,710	*$154,789*		*$154,789*
Jamestown, Chautauqua & Lake Erie Ry	35	99,131	118,332	*19,201*	*23,601*	48,087	*71,688*		*71,688*
Kalamazoo, Lake Shore & Chicago Ry	59	126,814	98,493	28,321	22,989	56,257	*33,268*		*33,268*
Lorain & West Virginia Ry	35	154,558	68,645	85,913	149,680	124,800	24,880		24,880
Manistee & Grand Rapids R. R	77	86,340	84,453	1,887	*5,813*	21,728	*27,541*		*27,541*
Manistee & Northeastern R. R	167	455,581	346,768	108,813	79,514	72,946	6,568		6,568
Marietta, Columbus & Cleveland R. R	48	81,220	113,343	*32,123*				(1)	(1)
Montour R. R	13	127,860	79,153	48,707	47,069	10,220	36,849		36,849
New Jersey, Indiana & Illinois R. R	12	47,555	23,279	24,276	22,396	14,369	8,027		8,027
Ohio River & Columbus Ry	24	18,692	26,559	*7,867*	*8,757*	4,969	*13,726*		*13,726*
Pittsburg, Chartiers & Youghiogheny Ry	22	393,043	186,943	206,100	198,982	40,490	158,492		158,492
Pittsburg, Lisbon & Western R. R	27	68,001	47,969	20,032	24,408	20,023	4,385		4,385
St. Joseph Valley R. R	43	39,604	36,241	3,363				(1)	(1)
Tionesta Valley Ry	87	241,678	146,670	95,008	98,341	1,709	96,632	$50,000	46,632
Wabash, Chester & Western R. R	65	140,562	106,957	33,605	26,593	44,235	*17,642*		*17,642*
West Side Belt R. R	22	386,143	214,219	171,924	175,185	116,233	58,952		58,952
Western Allegheny R. R	53	172,771	134,191	38,580	34,271	46,431	*12,160*		*12,160*
Youngstown & Ohio River R. R	36	193 483	101,662	91,821	86,918	23,291	63,627		63,627
Zanesville & Western Ry	90	499,204	489,862	9,342	37,120	133,837	*96,717*		*96,717*
	2,421	7,591,637	6,185,840	1,405,797	1,290,218	1,978,580	*688,362*	139,300	*827,662*
Taxes				378,124					
Net after taxes				1,027,673					

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[1] Incomplete data.

1911.

[Page 18.]

Arcadia & Betsey River Ry	21	$21,574	$22,764	*$1,190*	*$2,422*	$585	*$3,007*		*$3,007*
Ashland & Western Ry	22	45,756	44,294	1,462	*3*	14,377	*14,380*		*14,380*
Boyne City, Gaylord & Alpena R. R	88	248,773	191,324	57,449	48,674	32,026	16,648		16,648
Central Indiana Ry	127	173,923	196,175	*22,252*	*40,027*	76,213	*116,240*		*116,240*
Chicago & Illinois Midland Ry	26	95,281	66,283	28,998	34,229	83,120	*48,891*		*48,891*
Chicago & Wabash Valley Ry	35	11,816	26,852	*15,036*	*17,286*	2,069	*19,355*		*19,355*
Chicago, Kalamazoo & Saginaw Ry	45	201,967	109,929	92,038	83,282	59,357	23,925		23,925
Chicago, Milwaukee & Gary Ry	129	208,595	312,061	*103,466*	*36,997*	150,889	*187,886*		*187,886*
Cincinnati, Bluffton & Chicago R. R	53	67,991	63,449	4,542	*2,708*	75,000	*77,708*		*77,708*
Cincinnati, Lebanon & Northern Ry	45	451,070	303,794	147,276	170,247	77,961	92,286	$33,000	59,286
Cincinnati, Georgetown & Portsmouth R. R	54	175,541	144,132	31,409	24,272	27,077	*2,805*		*2,805*
Columbus & Southern Ry	23	15,008	16,027	*1,019*	*1,757*		*1,757*		*1,757*
Dayton & Union R. R	47	148,453	107,803	40,650	35,351	20,644	14,707		14,707
Dayton, Lebanon & Cincinnati R. R	30	62,177	53,860	8,317	6,016	5,918	98		98
Detroit & Charlevoix R. R	52	86,993	72,793	14,200	6,359	6,835	*476*		*476*
Dunkirk, Allegheny Valley & Pittsburg R. R	91	324,075	287,873	36,202	17,883	35,638	*17,755*		*17,755*
East Jordan & Southern R. R	31	93,325	60,124	33,201	(1)	(1)			
Grand Trunk Lines, viz:									
Chgo., Detroit & Can. Gr. Trunk Jct. R. R	60	730,274	698,016	32,258	3,401	88,093	*84,692*	43,800	*128,492*
Cincinnati, Saginaw & Mackinaw R. R	53	207,224	232,292	*25,068*	*37,610*	45,355	*82,965*		*82,965*
Michigan Air Line Ry	106	151,929	195,780	*43,851*	*53,859*	80,227	*134,086*		*134,086*
Pontiac, Oxford & Northern R. R	101	232,136	212,088	20,048	6,745	35,664	*28,919*		*28,919*
Toledo, Saginaw & Muskegon Ry	116	153,328	172,466	*19,138*	*30,486*	96,443	*126,929*		*126,929*
Illinois Southern Ry	135	481,243	409,330	71,913	55,114	213,780	*158,666*		*158,666*
Jamestown, Chautauqua & Lake Erie Ry	35	102,247	108,633	*6,386*	*10,771*	44,123	*54,894*		*54,894*
Kalamazoo, Lake Shore & Chicago Ry	59	104,772	81,470	23,302	18,143	43,357	*25,214*		*25,214*
Lorain & West Virginia Ry	35	167,280	62,917	104,363	99,005	132,874	*33,869*		*33,869*
Manistee & Grand Rapids R. R	77	81,798	81,412	386	*6,882*	22,590	*29,472*		*29,472*
Manistee & Northeastern R. R	190	525,205	410,585	114,620	81,555	90,785	*9,230*		*9,230*
Marietta, Columbus & Cleveland R. R	48	75,656	103,433	*27,777*	*31,909*	17,066	*48,975*		*48,975*
Montour m. R	13	150,625	92,293	58,332	55,636	17,495	38,141		38,141
New Jersey, Indiana and Illinois R. R	12	48,301	24,236	24,065	22,099	14,203	7,896		7,896
Ohio River & Columbus Ry	24	18,240	33,547	*15,307*	*16,490*	5,146	*21,636*		*21,636*
Pittsburg, Chartiers & Youghiogheny Ry	22	315,377	208,483	106,894	101,673	38,972	62,701		62,701
Pittsburg, Lisbon & Western R. R	27	68,331	46,373	21,958	26,382	21,897	4,485		4,485
St. Joseph Valley R. R	43	42,805	38,266	4,539	1,331		1,331		1,331
Tionesta Valley Ry	87	237,767	157,128	80,639	78,395	3,130	75,265	75,000	265
Wabash, Chester & Western R. R	65	134,022	112,981	21,041	14,430	48,397	*33,967*		*33,967*
West Side Belt R. R	22	387,181	268,321	118,860	116,329	114,062	2,267		2,267
Western Allegheny R. R	53	163,803	123,219	40,584	36,572	50,485	*13,913*		*13,913*
Younstown & Ohio River R. R	37	223,138	110,792	112,346	106,010	62,456	43,554	22,500	21,054
Zanesville & Western Ry	90	432,882	379,813	53,069	92,789	156,985	*64,196*		*64,196*
	2,428	7,757,882	6,443,411	1,314,471	1,052,715	2,111,294	*1,058,579*	174,300	*1,232,879*
Taxes				387,671					
Net after taxes				926,800					

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[1] Figures incomplete.

MAXWELL EXHIBIT No. 1—Continued.

Statement showing passenger and total operating revenues per mile of road, fiscal year 1912.

[Page 19.]

Road.	Passenger earnings.			Total operating revenues per mile of road.
	Miles.	Revenue.	Per mile.	
Group A-1:				
Lake Shore & Michigan Southern Ry	1,475.38	$16,158,465	$10,952.07	$29,071.74
Michigan Central R. R	1,816.76	10,124,156	5,572.64	17,251.85
Pennsylvania Co	1,583.33	12,015,157	7,588.54	34,718.54
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	1,467.00	10,910,563	7,437.33	27,782.35
Subtotal	6,342.47	49,208,341	7,758.55	26,888.34
Group A-2:				
Bessemer & Lake Erie R. R	203.67	400,472	1,966.28	41,524.35
Hocking Valley Ry	351.30	1,053,347	2,996.43	20,790.43
Kanawha & Michigan Ry	176.10	386,618	2,195.45	17,860.60
Pittsburgh & Lake Erie R. R	215.41	1,742,103	8,087.38	76,327.46
Toledo & Ohio Central Ry	442.69	747,710	1,689.01	11,858.02
Wheeling & Lake Erie R. R	457.33	769,019	1,681.54	16,396.48
Subtotal	1,846.50	5,099,269	2,761.58	26,043.06
Total group A	8,188.97	54,307,610	6,631.77	26,706.17
Group B:				
Ann Arbor R. R	291.90	641,223	2,196.72	7,264.07
Chicago & Alton R. R	1,025.67	4,892,035	4,769.60	14,171.93
Chicago & Eastern Illinois R. R	1,275.38	3,795,356	2,975.86	11,930.13
Chicago & Erie R. R	269.56	1,061,777	3,938.93	19,551.76
Chicago, Indiana & Southern R. R	329.17	354,141	1,075.86	11,078.91
Chicago, Indianapolis & Louisville Ry	616.60	2,047,413	3,327.83	10,547.60
Chicago, Peoria & St. Louis R. R	255.47	394,886	1,545.72	6,610.82
Chicago, Terre Haute & Southeastern Ry	206.79	230,561	1,114.95	5,205.12
Cincinnati, Hamilton & Dayton Ry	1,014.60	2,066,413	2,036.68	9,683.94
Cincinnati Northern R. R	244.67	264,746	1,082.05	5,414.42
Cleveland, Cincinnati, Chicago & St. Louis Ry	2,011.64	9,527,694	4,736.28	15,261.60
Detroit & Mackinac Ry	361.05	386,941	1,071.71	3,456.86
Detroit & Toledo Shore Line R. R				14,900.52
Detroit, Grand Haven & Milwaukee Ry	190.52	718,076	3,769.03	11,934.33
Detroit, Toledo & Ironton Ry	441.29	210,597	477.54	3,996.21
Grand Rapids & Indiana Ry	586.35	1,972,109	3,363.36	8,838.10
Grand Trunk Western Ry	347.05	2,409.342	6,942.35	19,209.93
Illinois Central R. R	4,762.70	16,570,743	3,479.28	12,330.67
Lake Erie & Western R. R	886.08	1,089,464	1,229.53	6,263.78
New York, Chicago & St. Louis R. R	563.32	1,747,454	3,102.06	20,580.62
Peoria & Eastern Ry	351.61	862,487	2,452.97	8,988.52
Pere Marquette R. R	2,331.03	4,946,846	2,122.17	7,154.10
Toledo, Peoria & Western Ry	247.70	506,340	2,044.16	5,153.81
Toledo, St. Louis & Western R. R	450.58	577,394	1,281.45	8,578.34
Vandalia R. R	827.27	3,276,497	3,960.61	12,112.18
Wabash R. R	2,514.60	8,628,384	3,431.31	11,276.05
Total group B	22,402.60	69,178,919	3,087.99	11,066.94
Group C:				
Baltimore & Ohio R. R	4,455.06	14,754.912	4,079.60	20,784.08
Erie R. R	1,988.11	8,935,163	5,844.79	24,363.89
New York Central & Hudson River R. R	3,594.89	32,080,521	12,151.96	29,096.13
Pennsylvania R. R	4,021.20	34,247,664	10,635.77	40,831.55
Total group C	14,059.26	90,018,260	6,402.77	29,150.13

SUMMARY.

Group.	Passenger revenue per mile of road.		Total operating revenues per mile of road.	
	Amount.	Percentage of group B.	Amount.	Percentage of group B.
B	$3,088	100	$11,067	100
A-1	7,759	251	26,888	243
A-2	2,762	89	26,043	235
A	6,632	215	26,706	241
C	6,403	207	29,150	263

I. C. C. "Preliminary abstract."

MAXWELL EXHIBIT No. 1—Continued.

Statement showing density of freight traffic, also freight revenues of selected groups of Central Freight Association roads, fiscal year 1912.

[Page 20.]

	Mileage operated.	Revenue ton-miles.	Revenue ton-miles per mile of road.	Freight revenue.	Freight revenue per mile of road.
Group A-1:					
Lake Shore & Michigan Southern Ry	1,743	6,240,817,264	3,625,621	$33,181,657	$19,276.98
Michigan Central R. R	1,817	3,040,510,461	1,673,590	20,370,626	11,156.08
Pennsylvania Co	1,583	7,086,124,346	4,475,456	41,206,703	26,025.34
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	1,467	4,789,418,665	3,264,771	28,329,866	19,311.43
Subtotal	6,610	21,156,870,736	3,200,737	123,088,852	18,622.00
Group A-2:					
Bessemer & Lake Erie R. R	204	1,792,428,194	8,800,649	8,000,695	39,282.64
Hocking Valley Ry	351	1,377,072,118	3,919,932	5,958,009	16,959.89
Kanawha & Michigan Ry	176	677,137,798	3,845,189	2,732,888	15,518.95
Pittsburgh & Lake Erie R. R	215	1,843,410,174	8,557,682	14,385,903	66,783.82
Toledo & Ohio Central Ry	443	1,005,706,245	2,271,807	4,364,211	9,858.39
Wheeling & Lake Erie R. R	457	1,175,463,368	2,570,274	6,434,093	14,068.82
Subtotal	1,846	7,871,217,897	4,263,932	41,875,799	22,685.00
Total group A	8,456	29,028,088,633	3,432,839	164,964,651	19,509.00
Group B:					
Ann Arbor R. R	292	274,971,595	942,006	1,447,074	4,957.42
Chicago & Alton R. R	1,026	1,616,732,817	1,576,270	9,311,818	9,078.77
Chicago & Eastern Illinois R. R	1,275	2,105,914,223	1,651,205	11,138,149	8,733.20
Chicago & Erie R. R	270	946,994,596	3,513,112	4,089,662	15,171.62
Chicago, Indiana & Southern R. R	338	794,603,234	2,353,543	3,529,632	10,454.45
Chicago, Indianapolis & Louisville Ry	617	515,420,460	835,907	4,257,162	6,905.59
Chicago, Peoria & St. Louis R. R	255	217,805,600	852,568	1,261,602	4,938.36
Chicago, Terre Haute & Southeastern Ry	351	250,168,091	712,587	1,579,586	4,499.35
Cincinnati, Hamilton & Dayton Ry	1,015	1,345,651,580	1,326,288	7,202,252	7,098.61
Cincinnati Northern R. R	245	193,557,641	791,097	1,048,572	4,285.66
Cleveland, Cincinnati, Chicago & St. Louis Ry	2,012	3,734,190,413	1,856,292	20,370,626	10,126.33
Detroit & Mackinac Ry	361	95,821,903	265,398	842,321	2,332.98
Detroit & Toledo Shore Line R. R	79	217,432,104	2,754,048	1,172,825	14,855.29
Detroit, Grand Haven & Milwaukee Ry	191	171,033,493	897,719	1,356,093	7,117.85
Detroit, Toledo & Ironton Ry	441	375,406,597	851,262	1,475,931	3,347.00
Grand Rapids & Indiana Ry	586	436,297,914	744,091	3,081,890	5,256.06
Grand Trunk Western Ry	347	723,151,201	2,083,709	4,124,332	11,883.97
Illinois Central R. R	4,763	6,210,461,853	1,303,979	37,881,766	7,953.84
Lake Erie & Western R. R	886	682,398,652	770,132	4,350,465	4,909.79
New York, Chicago & St. Louis R. R	563	1,889,624,709	3,354,443	9,626,330	17,098.56
Peoria & Eastern Ry	352	403,786,690	1,148,394	2,225,413	6,329.21
Pere Marquette R. R	2,331	1,748,267,067	750,427	11,255,760	4,828.67
Toledo, Peoria & Western Ry	248	57,253,545	231,141	754,819	3,047.31
Toledo, St. Louis & Western R. R	451	594,292,909	1,318,951	3,207,823	7,119.32
Vandalia R. R	827	1,002,134,710	1,211,376	6,496,963	7,853.50
Wabash R. R	2,515	3,127,414,695	1,243,703	19,074,821	7,585.63
Total group B	22,637	29,730,788,292	1,313,371	172,163,693	7,605.00
Group C:					
Baltimore & Ohio R. R	4,455	12,490,418,797	2,803,648	72,465,544	16,265.90
Erie R. R	1,988	5,876,565,722	2,955,855	35,701,864	17,959.69
New York Central & Hudson River R. R	3,595	9,668,031,269	2,700,620	61,262,436	17,112.75
Pennsylvania R. R	4,021	20,512,522,816	5,101,095	119,005,819	29,594.60
Total group C	14,059	48,547,538,604	3,453,129	288,435,663	20,516.00

MAXWELL EXHIBIT No. 1—Continued.

Statement showing density of freight traffic, also freight revenues of selected groups of Central Freight Association roads, fiscal year 1912—Continued.

SUMMARY.

Group.	Revenue ton-mile, per mile of road.		Freight revenue per mile of road.	
	Amount.	Percentage of group B.	Amount.	Percentage of group B.
B	$1,313,371	100	$7,606	100
A-1	3,200,737	244	18,622	245
A-2	4,263,932	325	22,685	298
A	3,432,839	261	19,509	257
C	3,453,129	263	20,516	270

I. C. C. "Preliminary abstract."

MAXWELL EXHIBIT No. 1—Continued.

Statement showing character of tonnage—Selected lines.

[Page 1; figures shown represent tons handled in fiscal year 1912.]

	Products of agriculture.	Products of animals.	Products of mines.		Products of forests.	Manufacturing.	Merchandise.	Miscellaneous.	Total.	Tonnage originating on road.	Per cent of total tonnage.
			Amount.	Per cent of total tonnage.							
Lake Shore & Michigan Southern Ry.	3,404,681	1,244,789	21,505,834	57.8	1,139,141	9,440,021	....	443,502	37,177,968	8,775,593	23.6
Michigan Central R. R.	2,736,022	787,454	7,415,795	38.3	2,360,673	4,701,791	....	1,205,508	19,207,243	6,739,228	35.1
Pennsylvania Co.	3,049,257	722,179	63,844,812	71.6	1,481,178	18,078,498	316,692	1,614,820	89,107,436	18,530,608	20.8
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	2,456,788	1,040,256	22,859,548	58.6	1,738,223	9,529,219	466,895	897,719	38,988,648	16,049,703	41.0
Sub. total	11,646,748	3,794,678	115,625,989	62.8	6,719,215	41,749,529	783,587	4,161,549	184,481,295	50,095,122	27.7
Bessemer & Lake Erie R. R.	41,123	10,730	13,199,165	86.8	92,533	1,648,300	19,486	140,441	15,151,778	2,569,677	16.9
Hocking Valley Ry.	393,496	46,375	8,270,175	80.3	381,665	943,333	124,323	133,604	10,292,971	4,980,578	48.4
Kanawha & Michigan Ry.	211,254	20,864	4,519,131	84.3	317,250	186,529	77,055	30,734	5,362,817	3,092,957	57.6
Pittsburgh & Lake Erie R. R.	147,275	15,577	22,511,641	75.5	336,715	5,358,537	657,459	733,215	29,760,419	16,296,143	54.7
Toledo & Ohio Central Ry.	438,133	74,004	6,103,778	81.0	219,905	584,934	38,328	78,315	7,537,397	2,937,887	39.0
Wheeling & Lake Erie R. R.	290,262	78,468	7,300,935	68.6	177,046	2,425,143	254,848	114,485	10,641,187	6,355,051	59.7
Sub. total	1,521,543	246,018	61,904,825	78.6	1,525,114	11,146,776	1,171,499	1,230,794	78,746,569	•36,232,293	46.0
• Total	13,168,291	4,040,696	177,530,814	67.5	8,244,329	52,896,305	1,955,086	5,392,343	263,227,864	86,327,415	32.8
Ann Arbor R. R.	371,344	38,878	814,787	41.8	366,151	223,752	58,520	72,545	1,945,977	655,430	33.6
Chicago & Alton R. R.	1,466,069	672,536	5,803,156	57.3	551,962	1,151,629	325,397	152,961	10,123,710	5,122,215	52.6
Chicago & Eastern Illinois R. R.	1,416,781	232,595	8,575,837	62.2	1,455,999	1,409,605	481,833	209,308	13,781,958	10,635,865	77.1
Chicago & Erie R. R.	707,119	249,986	1,758,790	38.1	140,414	1,068,206	417,216	275,404	4,617,135	1,014,069	21.9
Chicago, Indiana & Southern R. R.	723,301	398,101	4,943,280	64.9	407,901	1,035,227	....	103,051	7,610,861	1,033,614	13.6
Chicago, Indianapolis & Louisville Ry	544,196	125,660	1,861,882	48.2	276,733	487,595	285,481	276,537	3,858,084	2,175,222	56.3
Chicago, Peoria & St. Louis R. R.	328,968	31,493	875,716	42.3	257,492	220,572	61,082	294,785	2,070,108	....	....
Chicago, Terre Haute & Southeastern Ry.	118,904	14,302	2,750,678	87.3	52,242	132,939	37,325	44,949	3,151,339	2,968,573	94.2
Cincinnati, Hamilton & Dayton Ry.	1,198,041	232,125	6,236,559	56.8	977,432	1,070,761	506,429	752,244	10,973,591	3,254,500	29.6
Cincinnati Northern Ry.	257,733	34,152	1,141,473	63.7	103,017	197,916	38,666	14,904	1,787,861	587,794	32.8
Cleveland, Cincinnati, Chicago & St. Louis Ry.	2,825,906	943,537	12,650,829	53.2	1,954,613	3,976,392	1,147,692	309,659	23,808,027	14,309,116	60.1
Detroit & Mackinac Ry.	67,984	13,615	211,193	19.5	521,310	119,670	93,893	56,048	1,083,713	907,589	83.7
Detroit & Toledo Shore Line R. R.	217,017	8,192	2,625,808	70.4	143,310	399,462	196,860	135,272	3,725,921	313,329	8.4
Detroit, Grand Haven & Milwaukee Ry.	451,317	73,173	866,992	33.7	233,869	500,042	204,009	240,289	2,569,691	736,271	28.6

MAXWELL EXHIBIT No. 1—Continued.

Statement showing character of tonnage—Selected lines—Continued.

	Products of agriculture.	Products of animals.	Products of mines.		Products of forests.	Manufacturing.	Merchandise.	Miscellaneous.	Total.	Tonnage originating on road.	Per cent of total tonnage.
			Amount.	Per cent of total tonnage.							
Detroit, Toledo & Ironton Ry	125,653	31,064	1,668,834	62.8	203,590	537,596	27,721	57,286	2,651,744	1,107,014	41.8
Grand Rapids & Indiana Ry	460,468	70,284	1,436,029	32.0	1,265,726	1,101,588	51,995	107,816	4,493,906	1,450,023	32.3
Grand Trunk Western Ry	811,369	375,376	508,320	13.9	413,858	811,169	365,037	369,234	3,654,363	1,032,400	28.2
Illinois Central R. R	5,358,486	990,368	10,171,658	38.6	4,196,128	2,852,932	2,030,729	738,848	26,339,149	18,376,188	69.9
Lake Erie & Western R. R	950,192	166,194	1,976,617	38.4	373,746	1,359,938	234,777	93,965	5,155,429	1,921,602	37.2
New York, Chicago & St. Louis R. R	1,600,602	697,186	3,589,935	40.4	462,860	1,469,962	679,132	395,091	8,894,768	1,982,871	22.3
Peoria & Eastern Ry	628,857	107,148	1,541,887	47.1	195,461	600,906	166,965	30,576	3,271,800	1,103,471	33.6
Pere Marquette R. R	2,076,170	207,003	3,882,574	37.3	1,503,423	1,135,866	922,462	693,272	10,420,770	5,204,417	50.0
Toledo, Peoria & Western Ry	315,083	26,441	395,916	40.6	30,234	131,568	61,086	15,173	975,501	582,527	59.7
Toledo, St. Louis & Western R. R	596,369	238,341	1,171,090	36.7	310,613	723,673	114,063	32,803	3,186,952	1,353,634	42.4
Vandalia R. R	1,062,903	316,039	5,327,199	56.5	625,752	1,661,334	340,177	98,083	9,431,487	6,050,793	64.2
Wabash R. R	2,540,625	1,044,230	4,725,199	35.0	996,342	2,875,475	912,826	402,058	13,496,755	....	....
Total	27,221,456	7,338,019	87,512,238	47.8	18,020,178	27,255,775	9,760,773	5,972,161	183,080,600	83,878,527	[1] 49.9
Baltimore & Ohio R. R	3,203,250	934,902	43,115,160	66.6	2,626,988	10,165,098	2,091,743	2,566,929	64,704,070	47,547,964	73.4
Erie R. R	2,496,710	574,458	21,502,204	60.6	1,442,739	5,380,298	2,326,575	1,821,636	35,544,620	16,366,967	46.1
New York Central & Hudson River R. R	6,307,153	2,340,732	22,210,798	45.7	3,028,657	13,720,136	....	965,015	48,571,491	20,420,290	42.0
Pennsylvania R. R	5,743,349	1,315,338	83,073,436	66.0	4,715,121	20,125,388	1,971,374	9,003,339	125,947,345	86,081,973	68.4
Total	17,750,462	5,165,430	169,901,598	61.8	11,813,505	49,390,920	6,389,692	14,356,919	274,767,526	170,417,194	62.0

I. C. C. "Preliminary abstract.

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[1] Not including Chicago, Peoria & St. Louis R. R. and Wabash R. R.

Maxwell Exhibit No. 1—Continued.

Statement of average receipts per ton per mile and for each ton handled and average haul per ton.

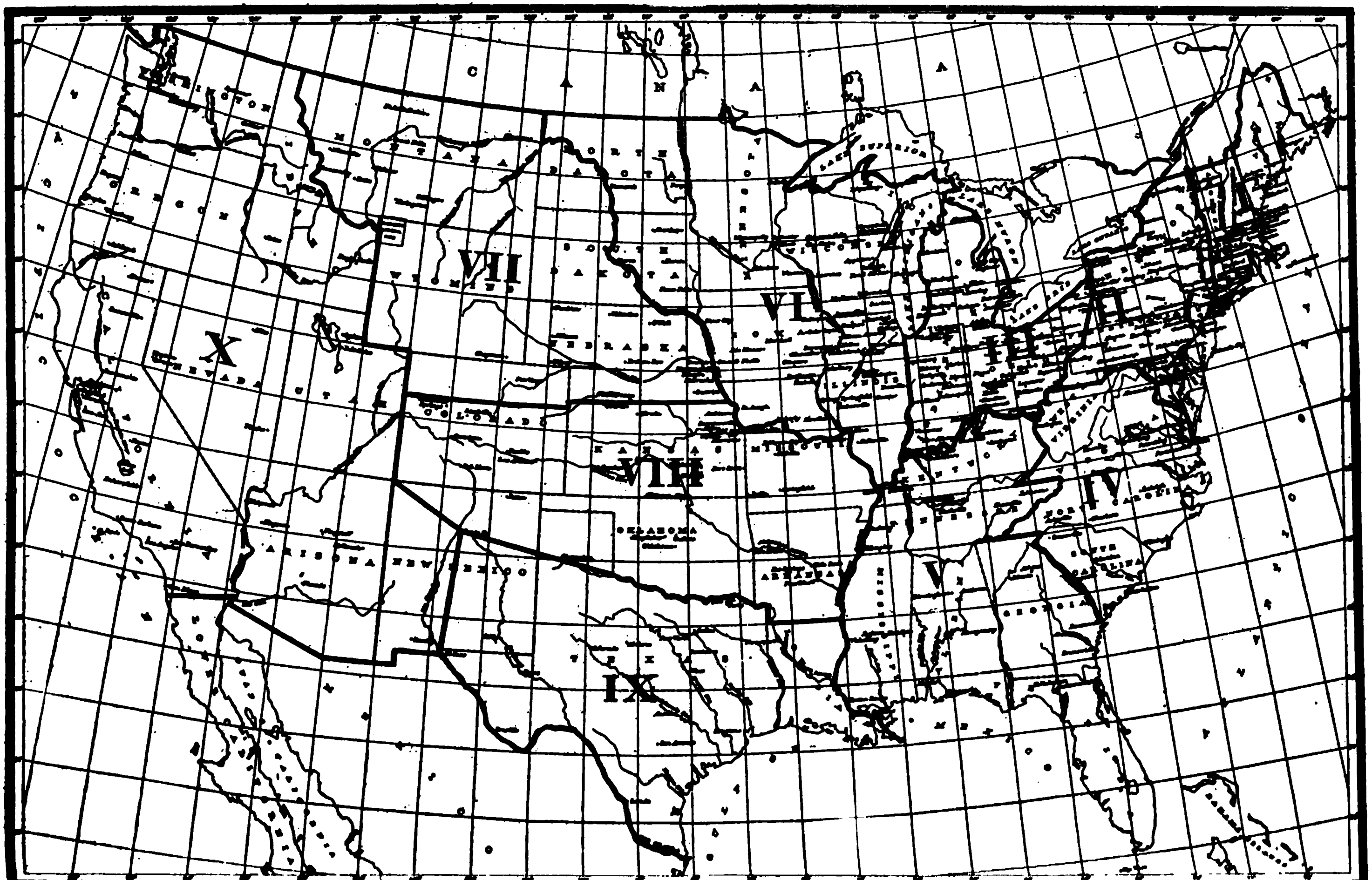
[Page 22.]

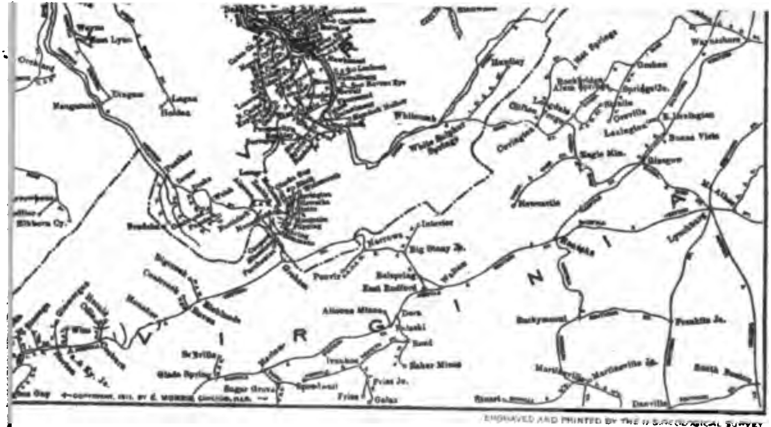
Group.	Total mileage operated (single track).	Average re-receipts per ton per mile.	Average amount received for each ton of freight.	Average hau per ton.
1907.	*Miles.*	*Cents.*		*Miles.*
1	8,160.83	1.145	$1.03897	90.09
2	23,885.73	.655	.79997	112.05
3	*26,014.61*	*.598*	*.68736*	*112.91*
4	13,021.27	.703	1.30085	181.68
5	26,046.83	.827	1.28761	154.72
6	51,091.73	.743	1.13067	141.49
7	11,945.92	.933	2.41762	259.17
8	31,700.54	.966	1.91291	174.66
9	16,451.96	1.051	1.53979	141.07
10	19,135.41	1.163	2.40895	204.08
Total	227,454.83	.759	1.05428	131.71
1908.				
1	7,986.31	1.110	1.06612	96.01
2	23,696.71	.643	.83908	130.57
3	*26,071.33*	*.594*	*.70737*	*119.15*
4	13,226.57	.696	1.29279	186.75
5	26,845.27	.825	1.24504	151.08
6	51,230.70	.735	1.10186	155.04
7	12,244.90	.952	2.54131	269.82
8	32,198.38	.953	1.87091	196.40
9	17,047.32	1.002	1.48718	149.44
10	19,946.53	1.204	2.39102	198.58
Total	230,494.02	.754	1.07760	143.83
1909.				
1	7,998.75	1.123	1.08404	94.77
2	23,887.48	.647	.84245	130.26
3	*26,036.91*	*.589*	*.70296*	*119.49*
4	13,785.04	.669	1.25870	189.37
5	27,487.77	.824	1.24165	150.87
6	51,602.15	.748	1.08077	148.78
7	12,417.69	.945	2.38331	252.12
8	33,284.34	.981	1.82184	185.84
9	17,714.22	1.070	1.53765	143.99
10	21,187.74	1.223	2.21676	181.49
Total	235,402.09	.763	1.07563	141.87
1910.				
1	8,120.85	1.115	1.04610	98.78
2	23,815.40	.641	.81789	127.68
3	*26,172.26*	*.588*	*.68487*	*116.65*
4	13,966.28	.655	1.24949	192.63
5	27,975.69	.802	1.20428	150.46
6	51,830.55	.751	1.05317	140.66
7	13,935.29	.945	2.56183	271.11
8	33,986.65	.971	1.77156	183.46
9	18,375.10	1.056	1.38356	131.56
10	22,652.68	1.196	2.06630	174.58
Total	240,830.75	.753	1.03992	138.31

(Note.—Above figures taken from Interstate Commerce Commission Statistics of Railways in the United States for each fiscal year as shown.)

MAXWELL EXHIBIT No. 1—Continued.

[Page 23.]





ENGRAVED AND PRINTED BY THE U.S. GEOLOGICAL SURVEY

MAXWELL EXHIBIT NO. 2

Senate Doc. No. 466; 63d Cong., 2d Sess.

MAXWELL EXHIBIT No. 1—Continued.

[Page 23.]

MAXWELL EXHIBIT No. 3.

[D denotes decrease or deficit.]

First three months, fiscal year ending June 30, 1914.

GROUP 1.

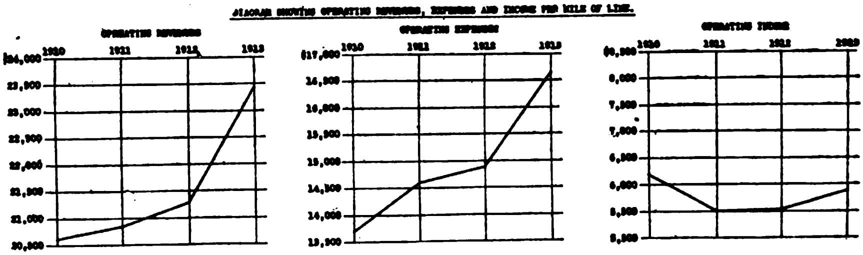
Roads.	Operating revenues.	Operating expenses.	Net operating revenues.	Outside operations, net revenues or deficit.	Operating income.	Increase or decrease *vs.* 1913.
Ann Arbor	$561,018	$364,997	$196,021	D $153	$154,077	$7,170
Chesapeake & Ohio of Indiana. (No report.)						
Chicago & Alton	4,191,629	2,992,855	1,198,774	D 7,397	1,072,777	66,983
Chicago & Eastern Illinois	4,288,063	3,515,054	773,009	D 8,694	629,316	D 313,005
Chicago & Erie	1,402,605	1,431,962	D 29,357	D 14,925	D 86,101	D 142,099
Chicago, Indiana & Southern	1,032,861	906,560	126,301	3,536	83,990	D 84,627
Chicago, Indianapolis & Louisville	1,867,972	1,318,176	549,796		476,679	D 28,079
Chicago, Peoria & St. Louis	416,699	405,180	11,519		D 2,880	D 54,218
Chicago, Terre Haute & Southeastern	522,500	408,568	113,932	D 943	78,489	4,851
Cincinnati, Hamilton & Dayton	2,782,995	2,254,698	528,297		424,160	D 337,130
Cincinnati Northern	394,815	381,875	12,940		D 3,560	D 70,335
Cleveland, Cincinnati, Chicago & St. Louis	9,348 331	8,039,600	1,308,731	7,175	1,004,507	D1,518,186
Detroit & Mackinac	330,368	217,734	112,634	1,295	88,648	8,277
Detroit & Toledo Shore Line	373,144	181,963	191,181		173,481	47,797
Detroit, Grand Haven & Milwaukee	640,998	505,790	135,208	425	124,833	117,564
Detroit, Toledo & Ironton	408,280	546,702	D 138,422		D 155,523	D 249,445
Grand Rapids & Indiana	1,602,079	1,167,698	434,381	1,407	365,585	D 48,064
Grand Trunk Western	1,876,193	1,543,814	332,379	D 4,036	233,842	D 167,812
Illinois Central	16,776,696	13,090,544	3,686,152	D 5,721	2,888,431	306,243
Lake Erie & Western	1,599,049	1,289,614	309,435		242,978	D 155,504
Peoria & Eastern	897,276	731,786	165,490		134,289	D 149,328
Pere Marquette	4,324,976	3,682,439	642,537	D 15,888	477,274	D 584,055
Toledo, Peoria & Western	364,118	329,877	34,241		19,240	D 52,972
Toledo, St. Louis & Western	1,208,738	778,472	430,266		384,266	135,077
Vandalia	3,085,128	2,276,309	808,819		717,871	D 38,983
Wabash	8,380,438	6,050,274	2,330,164	D 11,500	2,095,321	D 112,099
Wheeling & Lake Erie	2,379,063	1,698,839	680,224	D 513	581,989	D 202,063
Wabash Pittsburg Terminal	293,505	203,196	90,309		67,809	56,110
Total	71,349,537	56,314,576	15,034,961	D 55,932	12,271,788	D3,557,932
Taxes			2,707,241			
Net, after taxes			12,327,720			
Bessemer & Lake Erie	3,138,698	1,514,870	1,623,828		1,509,828	D 51,470
Hocking Valley	2,316,678	1,426,383	890,295		767,295	2,109
Kanawha & Michigan	917,541	605,441	312,100	14	283,675	D 63,181
Lake Shore & Michigan Southern	15,168,265	10,476,669	4,691,596	52,459	4,294,054	D 816,612
Michigan Central	9,193,734	7,134,800	2,058,934	D 843	1,710,091	D 704,107
New York Central & St. Louis	3,012,980	2,377,454	635,526	D 5,540	521,986	D 159,745
Pennsylvania Co	18,632,176	12,681,443	5,950,733	D 26,668	5,168,292	D 603,629
Pittsburg, Cincinnati, Chicago & St. Louis	11,865,833	8,936,365	2,929,468	D 764	2,483,946	D 577,070
Pittsburg & Lake Erie	5,213,647	2,856,390	2,357,257	211	2,186,468	D 408,879
Toledo & Ohio Central	1,764,365	1,301,799	462,566	D 1,851	400,984	3,168
Total	71,223,917	49,311,614	21,912,303	17,018	19,326,619	D3,379,421
Taxes			2,602,702			
Net, after taxes			19,309,601			

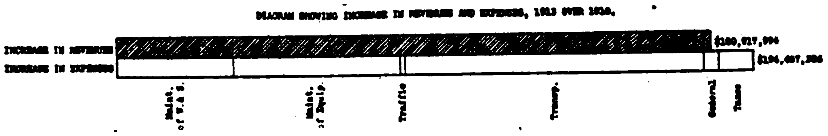
GROUP 2.

Roads.	Operating revenues.	Operating expenses.	Net operating revenues.	Outside operations, net revenues or deficit.	Operating income.	Increase or decrease *vs.* 1913.
Baltimore & Ohio	27,479,818	18,993,627	8,486,191	D 214,444	7,477,008	511,386
Erie	14,241,135	9,723,284	4,517,851	D 74,107	4,004,286	D 846,922
Total	41,720,953	28,716,911	13,004,042	D 288,551	11,481,294	D 335,536
Taxes			1,234,197			
Net, after taxes			11,769,845			

DIXON EXHIBIT No. 1.

(To accompany exhibit on page 656.)





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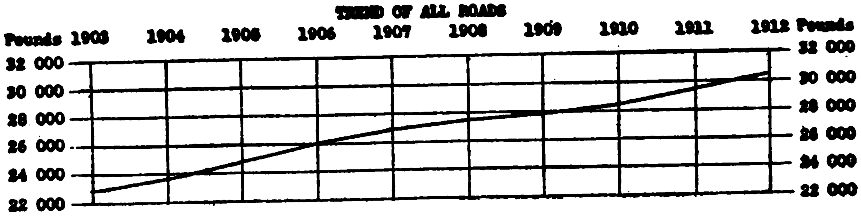

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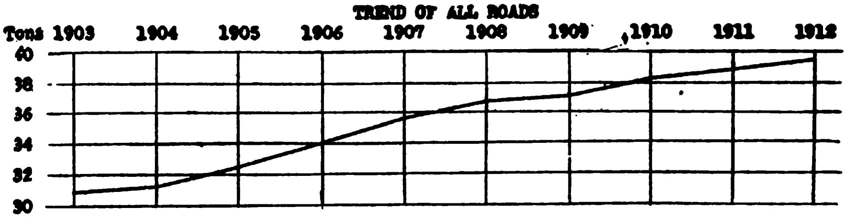

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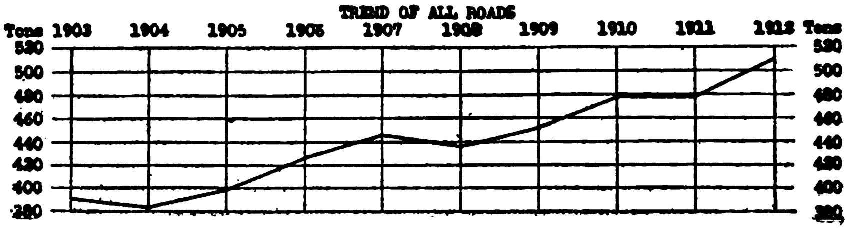
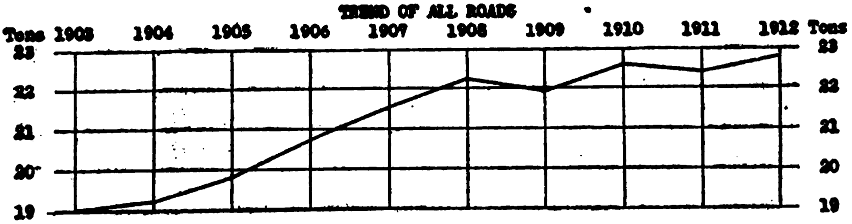


DIXON EXHIBIT NO. 1.

(To accompany exhibit on page 671.)



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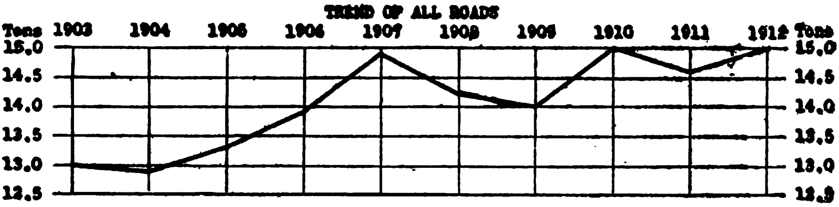

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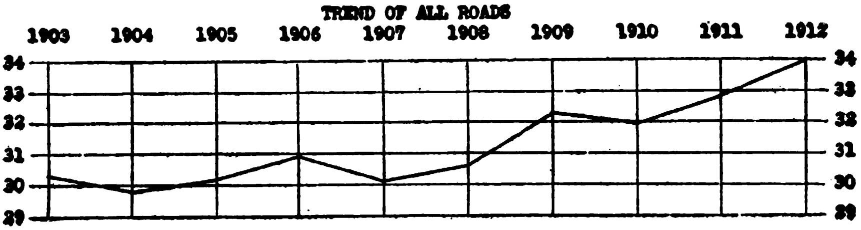

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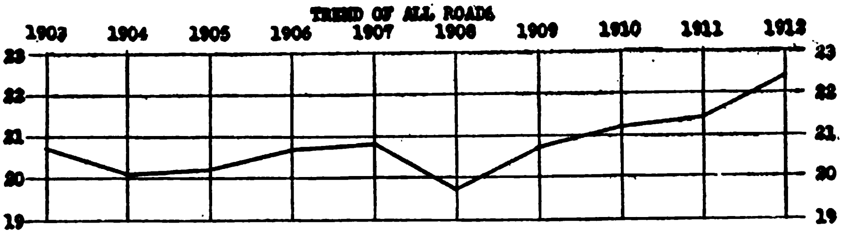
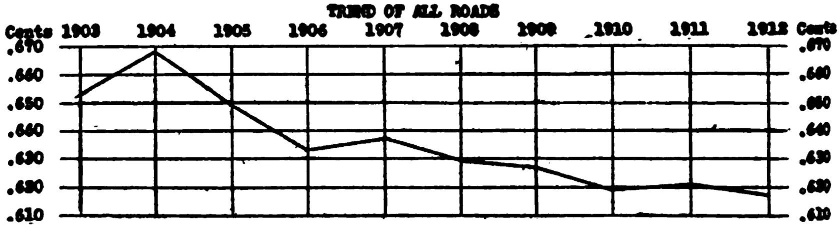
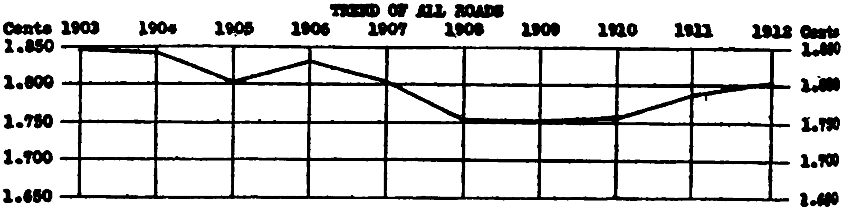


Dixon Exhibit No. 1.

(To accompany exhibit on page 679.)



(To accompany exhibit on page 681.)



DIXON EXHIBIT No. 1.

[Prepared by Bureau of Railway Economics, Washington, D. C.]

Compilation in matter of application of eastern railways for increase in freight rates, 1913.

[Page 1.]

GENERAL EXPLANATORY NOTE.

The railway systems included in the tabulations prepared by the Bureau of Railway Economics comprise those that appeared before the Interstate Commerce Commission in the hearings of 1910–11, under Docket No. 3400, and several additional representative systems of the eastern district. These systems operate nearly nine-tenths of the railway mileage of the eastern district, and include also some mileage outside that district.

The eastern district, as outlined by the commission, is composed of the region extending from the Atlantic seaboard, north of the Potomac and Ohio Rivers. to a western boundary constituted of Lake Michigan, a line from Chicago through Peoria to St. Louis, and the Mississippi River from St. Louis to Cairo. This district varies slightly from the region known as official classification territory.

The sources of the statistics in these tabulations are as follows: Railway statistics, returns of the railways to the Interstate Commerce Commission and compilations of the commission itself based on such returns; population and manufacturing statistics, reports of the United States Bureau of the Census. Wherever possible averages based upon returns to the commission have been utilized as filed; for such systems as represent a combination of two or more operating railways, however, new averages have been computed by the Bureau of Railway Economics, the basic factors for the railways in each system being combined and related to each other according to the instructions of the commission. In making computations the statistical methods employed by the commission have been followed.

The 49 railway systems represented in these tabulations are composed of 107 railways operating as of June 30, 1912. These 107 railways, and the manner in which they have been combined to make up the 49 systems, are indicated in the following list. Owing to the fact that a number of the railways in the list are parts of the New York Central and Pennsylvania systems, for which separate 10-year statements of property investment and income accounts, and of operating revenues, expenses, and taxes have been filed with the commission in this docket, the 49 systems here listed are identical with the thirty-odd systems for which 10-year statements have been filed.

Names of the principal and subsidiary operating railway companies comprising the 49 systems, June 30, 1912.

[Page 2.]

- Ann Arbor.
- Baltimore & Ohio.
- Bessemer & Lake Erie.
- Boston & Maine:
  - Montpelier & Wells River.
  - St. Johnsbury & Lake Champlain.
  - Sullivan County.
  - Vermont Valley.
  - York Harbor & Beach.
- Buffalo & Susquehanna Railroad and Railway.
- Buffalo, Rochester & Pittsburgh.
- Central New England.
- Central Railroad of New Jersey.
- Chesapeake & Ohio.
- Chicago, Indiana & Southern.
- Chicago, Indianapolis & Louisville.
- Chicago, Terre Haute & Southeastern.
- Cincinnati, Hamilton & Dayton.
- Cleveland, Cincinnati, Chicago & St. Louis:
  - Cincinnati Northern.
  - Peoria & Eastern.
- Coal & Coke.
- Dayton & Union.
- Delaware & Hudson:
  - Cooperstown & Charlotte Valley.
  - Greenwich & Johnsonville.
- Delaware, Lackawanna & Western:
  - Lackawanna & Montrose.
  - Sussex.
  - Syracuse, Binghamton & New York.

Dixon Exhibit No. 1—Continued.

Names of the principal and subsidiary operating railway companies comprising the 49 systems, June 30, 1912—Continued.

- Detroit, Toledo & Ironton.
- Erie:
  - Bath & Hammondsport.
  - Chicago & Erie.
  - New Jersey & New York.
  - New York, Susquehanna & Western.
  - Wilkes Barre & Eastern.
- Grand Rapids & Indiana.
- Hocking Valley.
- Kanawha & Michigan.
- Lake Erie & Western.
- Lake Shore & Michigan Southern:
  - Dunkirk, Allegheny Valley & Pittsburgh.
  - Lake Erie, Alliance & Wheeling.
- Lehigh & Hudson River.
- Lehigh & New England.
- Lehigh Valley.
- Maine Central.
- Michigan Central:
  - Chicago, Kalamazoo & Saginaw.
  - Detroit & Charlevoix.
- New York Central & Hudson River:
  - Little Falls & Dolgeville.
  - New York & Ottawa.
  - St. Lawrence & Adirondack.
- New York, Chicago & St. Louis.
- New York, New Haven & Hartford.
- New York, Ontario & Western.
- Norfolk & Western.
- Pennsylvania lines east:
  - Baltimore, Chesapeake & Atlantic.
  - Cape Charles.
  - Cumberland Valley.
  - Long Island.
  - Maryland, Delaware & Virginia.
  - New York, Philadelphia & Norfolk.
  - Northern Central.
  - Philadelphia, Baltimore & Washington.
- Pennsylvania lines east—Continued.
  - Rosslyn Connecting.
  - Union Railroad of Baltimore.
  - West Jersey & Seashore.
- Pennsylvania Co.:
  - Cincinnati, Lebanon & Northern.
  - Cleveland, Akron & Cincinnati.
  - Waynesburg & Washington.
- Pere Marquette.
- Philadelphia & Reading:
  - Atlantic City.
  - Catasauqua & Fogelsville.
  - Chester & Delaware River.
  - Gettysburg & Harrisburg.
  - Middletown & Hummelstown.
  - Northeast Pennsylvania.
  - Perkiomen.
  - Philadelphia & Chester Valley.
  - Philadelphia, Newtown & New York.
  - Pickering Valley.
  - Port Reading.
  - Reading & Columbia.
  - Rupert & Bloomsburg.
  - Stony Creek.
  - Tamaqua, Hazelton & Northern.
  - Williams Valley.
- Pittsburgh, Cincinnati, Chicago & St. Louis.
- Pittsburgh & Lake Erie.
- Rutland.
- Toledo & Ohio Central:
  - Zanesville & Western.
- Toledo, St. Louis & Western.
- Vandalia.
- Wabash Pittsburgh Terminal:
  - West Side Belt.
- Wabash.
- Western Maryland:
  - Georges Creek & Cumberland.
- Wheeling & Lake Erie.

Comparison of increase in population, railway mileage, and railway traffic—railways in the eastern district, fiscal years 1903 to 1912.

[Page 3.]

ANALYSIS.

Mileage.—Population in the eastern district increased 17 per cent from 1903 to 1912, miles of railway line (single track) 6½ per cent, miles of main track 15 per cent, and miles of all tracks 21 per cent. That miles of main track and miles of all tracks have grown at a greater rate than miles of line is significant of the intensive development of eastern railways during the decade.

From 1910 to 1912 population in the eastern district grew at the rate of nearly 4 per cent, miles of line increased 1¾ per cent, miles of main track 3¼ per cent, and miles of all tracks 4 per cent.

Traffic.—As compared with the increase of 17 per cent in the population of the eastern district between 1903 and 1912, ton-miles increased 53 per cent and passenger-miles increased 42 per cent. In other words, freight traffic increased three times and passenger traffic two and one-half times as fast as population. Between 1910 and 1912 freight traffic and passenger traffic both increased at a greater rate than population.

DIXON EXHIBIT No. 1—Continued.

Comparison of increase in population, railway mileage, and railway traffic, railways in the eastern district, fiscal years 1903 to 1912.

[Page 4.]

Year.	Population.	Railway mileage operated.			Railway traffic.	
		Miles of line.	Miles of main track.	Miles of all tracks.	Ton-miles.	Passenger-miles.
1903	36,381,924	55,706	68,262	95,349	93,948,275,807	10,985,949,080
1904	37,044,687	56,364	69,727	98,307	94,539,212,943	11,411,154,143
1905	37,707,450	56,980	71,320	101,360	102,376,423,732	12,101,776,737
1906	38,370,214	57,422	72,322	103,764	117,790,729,041	12,648,752,454
1907	39,032,977	57,845	73,842	106,438	128,702,164,279	13,733,514,361
1908	39,695,740	58,248	74,930	108,417	118,557,312,075	14,037,009,629
1909	40,358,504	58,300	75,378	109,599	117,520,082,795	13,649,998,170
1910	41,021,267	58,499	76,037	111,051	138,692,142,554	14,825,472,236
1911	41,834,928	58,909	77,568	113,506	138,018,972,839	15,366,761,352
1912	42,508,230	59,325	78,727	115,683	143,803,436,298	15,578,111,594
Annual average:						
1903-1912	39,395,592	57,760	73,811	106,347	119,394,875,236	13,433,849,976
1903-1907	37,707,450	56,863	71,095	101,044	107,471,361,160	12,176,229,355
1908-1912	41,083,734	58,656	76,528	111,651	131,318,389,312	14,691,470,596
Per cent of increase:						
1912 over 1903	16.84	6.50	15.33	21.33	53.07	41.80
1912 over 1910	3.62	1.41	3.54	4.17	3.69	5.08
Annual average 1908-1912 over 1903-1907	8.95	3.15	7.64	10.50	22.19	20.66

Authorities.—Reports of the Bureau of the Census; returns of the railways to the Interstate Commerce Commission.

Explanatory note.—The population figure shown for 1910 is shown from official compilations of the Thirteenth Census; those for the other years are estimates based upon the rate of population growth between 1900 and 1910. The method underlying these estimates is that of the Census Bureau itself. The railway statistics of this table are those of the 49 railway systems covered by the compilations of the Bureau of Railway Economics.

Operating revenues, expenses, and income in the aggregate and per mile of line; railways in the eastern district, fiscal years 1910, 1911, 1912, and 1913.

[Page 5.]

ANALYSIS.

Although total operating revenues of the eastern railways per mile and operating income per mile were greater in 1913 than in 1912, and greater in 1912 than in 1911, the increases of the two years combined have not been sufficient to bring the operating income of the eastern railways back to the level of the year 1910. Total operating revenues per mile were greater in 1913 than in 1910 by $2,819, or 13.7 per cent, but the increase in expenses more than balanced this increase in revenue, the result being a decrease in net operating revenue per mile of $127, or 1.8 per cent, and a decrease in operating income per mile of $312, or 5 per cent.

Total operating revenues were greater in 1913 than in 1910 by $181,000,000, operating expenses and taxes were greater by about $194,500,000, and net revenue from outside operations fell off over half a million, so that operating income showed a decrease of more than $14,000,000. This decrease took place in the face of an increase in property investment amounting to more than $600,000,000, as is shown in another statement.

DIXON EXHIBIT No. 1—Continued.

Operating revenues, expenses, and income in the aggregate and per mile of line: Railways in the eastern district fiscal years 1910, 1911, 1912, and 1913.

[Page 6; D denotes decrease or deficit.]

Account.	Aggregate amount.				Amount per mile of line.				Increase per mile 1913 over—					
	1910	1911	1912	1913	1910	1911	1912	1913	1912		1911		1910	
									Amount.	P. cent.	Amount.	P. cent.	Amount.	P. cent.
Total operating revenues.	$1,205,155,435	$1,219,856,154	$1,257,759,080	$1,386,073,429	$20,611	$20,850	$21,271	$23,430	$2,159	10.2	$2,580	12.4	$2,819	13.7
Freight	860,403,390	857,330,980	887,327,561	992,078,364	14,715	14,654	15,006	16,770	1,764	11.8	2,116	14.4	2,055	14.0
Passenger	260,234,927	274,534,410	279,116,627	293,721,286	4,451	4,692	4,720	4,965	245	5.2	273	5.8	514	11.6
Other transportation	73,114,526	75,731,269	77,967,615	83,942,059	1,250	1,294	1,319	1,419	100	7.6	125	9.6	169	13.5
Nontransportation	11,402,592	12,259,495	13,347,277	16,331,720	195	210	226	276	50	22.3	66	31.8	81	41.6
Total operating expenses.	800,662,522	853,076,462	879,878,070	984,314,319	13,693	14,581	14,880	16,639	1,759	11.8	2,058	14.1	2,946	21.5
Maintenance of way and structures	145,273,335	150,542,599	151,361,683	180,535,226	2,484	2,573	2,560	3,052	492	19.2	479	18.6	568	22.8
Maintenance of equipment	195,727,105	201,603,226	215,429,554	246,690,465	3,347	3,446	3,643	4,170	527	14.5	724	21.0	823	24.6
Traffic	22,676,752	23,704,885	23,176,257	24,116,559	388	405	392	408	16	4.0	3	.6	20	5.1
Transportation	410,734,001	448,501,259	460,910,511	502,086,884	7,025	7,666	7,795	8,487	692	8.9	821	10.7	1,462	20.8
General	26,251,329	28,724,493	29,000,065	30,885,185	449	491	490	522	32	6.5	31	6.3	73	16.3
Net operating revenue	404,492,913	366,779,692	377,881,010	401,759,110	6,918	6,269	6,391	6,791	400	6.3	522	8.3	D 127	D 1.8
Outside operations, net revenue	653,727	1,046,470	628,544	D 9,542	11	18	10	D [1]	D 10	....	D 18	....	D 11	....
Taxes	43,140,475	45,898,383	51,055,738	53,946,004	738	785	863	912	49	5.6	127	16.2	174	23.6
Operating income	362,006,165	321,927,779	327,453,816	347,803,564	6,191	5,502	5,538	5,879	341	6.2	377	6.8	D 312	D 5.0

Average mileage represented:

1910	58,471
1911	58,506
1912	59,130
1913	59,157

Authorities.—Monthly returns of the railways to the Interstate Commerce Commission.

Explanatory note.—This table is cumulated from monthly returns of revenues and expenses made by the railways to the Interstate Commerce Commission. There are included the returns of the 49 railway systems covered by the compilations of the Bureau of Railway Economics, with the exception of certain small roads that have annual operating revenues of less than $100,000, and are therefore excused by the commission from the requirement of filing monthly returns.

[1] Less than $1.

DIXON EXHIBIT NO. 1—Continued.

Monthly operating revenues, expenses and income per mile of line: Railways in eastern district, calendar years 1910, 1911, 1912, and 1913 (roads having annual operating revenues of $1,000,000 or over).

[Page 7.]

Month.	Total operating revenues.				Operating expenses.				Net operating revenue.				Taxes.				Operating income.			
	1910	1911	1912	1913	1910	1911	1912	1913	1910	1911	1912	1913	1910	1911	1912	1913	1910	1911	1912	1913
January	$1,588	$1,583	$1,596	$1,874	$1,149	$1,232	$1,251	$1,417	$439	$351	$345	$457	$62	$65	$75	$77	$373	$282	$267	$376
February	1,501	1,440	1,612	1,719	1,097	1,129	1,230	1,326	404	311	382	393	62	65	73	76	339	242	306	311
March	1,775	1,674	1,837	1,809	1,215	1,203	1,309	1,411	560	471	528	398	63	67	72	78	496	403	456	314
April	1,664	1,655	1,583	1,845	1,169	1,151	1,217	1,424	495	504	366	421	63	65	71	79	432	439	294	337
May	1,767	1,749	1,728	2,023	1,224	1,210	1,253	1,479	543	539	475	544	65	65	71	78	478	477	403	466
June	1,798	1,772	1,896	2,002	1,247	1,218	1,276	1,427	551	554	620	575	74	60	72	83	472	498	549	488
July	1,738	1,755	1,923	2,029	1,204	1,183	1,291	1,446	534	572	632	583	63	68	73	76	473	508	560	504
August	1,932	1,932	2,103	2,121	1,267	1,235	1,342	1,469	665	697	761	653	65	70	73	77	604	632	693	574
September	1,896	1,913	2,021	2,087	1,255	1,251	1,340	1,478	641	662	681	610	66	73	78	78	578	593	609	529
October	1,901	1,918	2,145	....	1,288	1,276	1,417	....	613	642	728	......	64	76	74	......	550	567	660	......
November	1,775	1,791	2,000	....	1,236	1,238	1,394	....	539	553	606	......	65	76	75	......	476	479	533	......
December	1,705	1,744	1,930	....	1,287	1,237	1,405	....	418	507	525	......	68	71	74	......	350	435	450	......

Authorities: Monthly returns of the railways to the Interstate Commerce Commission.

Dixon Exhibit No. 1—Continued.

Comparison of rate of return on capital, 1910, Railways of the United States, the manufacturing industry as a whole, and the 104 principal manufacturing industries in detail.

[Page 8.]

ANALYSIS.

The net return of all the railways of the United States for the year 1910 represented 5.7 per cent upon capital. The 104 principal manufacturing industries of the United States show a corresponding rate of net return upon capital of 11.8 per cent, while the rate of net return for all the manufacturing industries of the United States combined was 12 per cent. Both of these rates are twice as great as the rate of return upon railway capital.

Railways.	Capital (net investment in road and equipment).	Gross returns (revenues of rail and outside operations).	Expenses (rail and outside operations).				Net return (operating income).	
			Materials, supplies, etc.	Salaries and wages.	Taxes.	Total.	Amount.	Per cent on capital.
Railways of the United States	$14,387,816,000	$2,812,142,000	$738,154,000	$1,143,725,000	$103,796,000	$1,985,675,000	$826,467,000	5.7

MANUFACTURING INDUSTRIES.

Manufactures.	Capital.	Gross returns (gross value of products).	Expenses.				Net return.	
			Cost of materials.	Salaries and wages.	Miscellaneous expenses, including taxes.	Total.	Amount.	Per cent on capital.
Total:								
104 principal industries	$17,393,341,000	$19,433,638,000	$11,471,016,000	$4,082,919,000	$1,824,736,000	$17,378,671,000	$2,054,967,000	11.8
All other industries	1,034,929,000	1,238,414,000	671,775,000	282,694,000	120,940,000	1,075,409,000	163,005,000	15.8
Grand total, all industries	18,428,270 000	20,672,052,000	12,142,791,000	4,365,613,000	1,945,676 000	18,454,080,000	2,217,972,000	12.0

DIXON EXHIBIT No. 1—Continued.

Comparison of rate of return on capital, 1910: Railways of the United States, the manufacturing industry as a whole, and the 104 principal manufacturing industries in detail—Continued.

[Page 9.]

104 PRINCIPAL INDUSTRIES IN DETAIL.

Manufactures.	Capital.	Gross returns (gross value of products).	Expenses.				Net return.	
			Cost of materials.	Salaries and wages.	Miscellaneous expenses, including taxes.	Total.	Amount.	Per cent on capital.
Agricultural implements	$256,281,000	$146,329,000	$60,306,000	$38,749,000	$18,885,000	$117,940,000	$28,389,000	11.1
Automobiles, including bodies and parts	173,837,000	249,202,000	131,646,000	58,173,000	20,872,000	210,691,000	38,511,000	22.2
Bags, other than paper	24,625,000	54,882,000	46,364,000	4,010,000	2,334,000	52,708,000	2,174,000	8.8
Baking powders and yeast	83,647,000	20,775,000	9,338,000	2,756,000	4,259,000	16,353,000	4,422,000	13.1
Beet sugar	129,629,000	48,122,000	27,265,000	6,578,000	3,510,000	37,353,000	10,769,000	8.3
Boots and shoes:								
Including cut stock and findings	222,324,000	512,798,000	332,738,000	117,092,000	28,013,000	477,843,000	94,955,000	15.7
Rubber	43,905,000	49,721,000	29,577,000	9,959,000	2,087,000	41,623,000	8,098,000	18.4
Boxes, fancy and paper	35,475,000	54,450,000	25,716,000	17,724,000	4,790,000	48,230,000	6,220,000	17.5
Brass and bronze products	109,319,000	149,989,000	99,228,000	29,217,000	8,158,000	136,603,000	13,386,000	12.2
Bread and other bakery products	212,910,000	396,865,000	238,034,000	73,115,000	29,322,000	340,471,000	56,394,000	26.5
Brick and tile	174,673,000	92,776,000	23,736,000	42,577,000	9,431,000	75,744,000	17,032,000	9.8
Brooms and brushes	18,982,000	29,126,000	15,578,000	7,065,000	2,418,000	25,061,000	4,065,000	21.4
Butter, cheese, and condensed milk	71,284,000	274,558,000	235,546,000	14,672,000	8,480,000	258,698,000	15,860,000	22.2
Canning and preserving	119,207,000	157,101,000	101,823,000	26,945,000	12,718,000	141,486,000	15,615,000	13.1
Carpet and rugs, other than rag	75,627,000	71,188,000	39,563,000	17,745,000	5,003,000	62,311,000	8,877,000	11.7
Carriages and wagons and materials	175,474,000	159,893,000	81,951,000	45,555,000	11,670,000	139,176,000	20,717,000	11.8
Cars and general shop construction and repairs by—								
Steam-railroad companies	238,317,000	405,601,000	199,413,000	198,683,000	7,329,000	405,425,000	176,000	.1
Street-railroad companies	38,899,000	31,963,000	15,168,000	15,690,000	1,077,000	31,935,000	28,000	.1
Cars, steam-railroad, not including operations of railroad companies	139,805,000	123,730,000	78,753,000	32,273,000	7,068,000	118,094,000	5,636,000	4.0
Cash registers and calculating machines	27,224,000	23,708,000	3,552,000	8,047,000	7,430,000	19,029,000	4,679,000	17.2
Cement	187,398,000	63,205,000	29,344,000	18,973,000	7,779,000	56,096,000	7,109,000	3.8
Chemicals	155,144,000	117,689,000	64,121,000	20,221,000	9,649,000	93,991,000	23,698,000	15.3
Clocks and watches, including cases and materials	57,500,000	35,197,000	11,131,000	15,125,000	3,629,000	29,885,000	5,312,000	9.2
Clothing:								
Men's, including shirts	275,320,000	568,077,000	297,515,000	133,000,000	83,007,000	513,522,000	54,555,000	19.8
Women's	129,301,000	384,752,000	208,788,000	98,986,000	33,715,000	341,489,000	84,263,000	33.5
Coffee and spice, roasting and grinding	46,042,000	110,533,000	83,205,000	10,273,000	8,104,000	101,582,000	8,951,000	19.4
Coffins, burial cases, and undertakers' goods	25,843,000	24,526,000	11,964,000	7,043,000	2,886,000	21,893,000	2,633,000	10.2

DIXON EXHIBIT No. 1—Continued.

Comparison of rate of return on capital, 1910: Railways of the United States, the manufacturing industry as a whole, and the 104 principal manufacturing industries in detail—Continued.

104 PRINCIPAL INDUSTRIES IN DETAIL—Continued.

Manufactures.	Capital.	Gross returns (gross value of products).	Expenses.				Net return.	
			Cost of materials.	Salaries and wages.	Miscellaneous expenses, including taxes.	Total.	Amount.	Per cent on capital.
Coke	$152,321,000	$95,697,000	$64,025,000	$17,526,000	$3,288,000	$84,839,000	$10,858,000	7.1
Confectionery	58,326,000	134,796,000	81,151,000	24,753,000	13,606,000	119,510,000	15,286,000	22.4
Cooperage and wooden goods, not elsewhere specified	50,342,000	60,248,000	36,928,000	13,761,000	3,569,000	54,258,000	5,990,000	11.9
Copper, tin, and sheet-iron products	217,532,000	199,824,000	112,582,000	49,788,000	14,359,000	176,729,000	23,095,000	10.6
Cordage and twine and jute and linen goods	76,020,000	61,020,000	40,915,000	10,996,000	4,156,000	56,077,000	4,943,000	6.5
Corsets	18,033,000	33,257,000	15,640,000	9,335,000	3,747,000	28,722,000	4,535,000	25.1
Cotton goods, including cotton small wares	822,238,000	628,392,000	371,009,000	147,371,000	35,941,000	554,221,000	74,171,000	9.0
Cutlery and tools, not elsewhere specified	67,380,000	53,266,000	18,279,000	21,763,000	5,497,000	45,539,000	7,727,000	11.5
Dyeing and finishing textiles	114,093,000	83,556,000	35,261,000	26,262,000	7,127,000	68,650,000	14,906,000	13.1
Electrical machinery, apparatus, and supplies	267,844,000	221,309,000	108,566,000	69,574,000	23,630,000	201,770,000	19,539,000	7.3
Explosives	50,168,000	40,140,000	22,812,000	5,438,000	3,211,000	31,461,000	8,679,000	17.3
Fertilizers	121,537,000	103,960,000	69,522,000	11,883,000	8,697,000	90,102,000	13,858,000	11.4
Firearms and ammunition	39,377,000	34,112,000	17,020,000	10,364,000	2,729,000	30,095,000	4,017,000	10.2
Flour-mill and gristmill products	349,152,000	883,584,000	767,576,000	33,981,000	25,965,000	827,522,000	56,062,000	16.1
Food preparations	64,685,000	125,331,000	83,942,000	12,908,000	15,359,000	112,209,000	13,122,000	20.3
Foundry and machine-shop products	1,514,332,000	1,228,475,000	540,011,000	415,316,000	122,419,000	1,077,746,000	150,729,000	10.0
Fur goods	29,249,000	55,938,000	31,777,000	10,341,000	4,741,000	46,859,000	9,079,000	31.0
Furnishing goods, men's	49,009,000	87,710,000	49,125,000	20,303,000	8,014,000	77,442,000	10,268,000	21.0
Furniture and refrigerators	227,134,000	239,886,000	108,775,000	81,179,000	23,275,000	213,229,000	26,657,000	11.7
Gas and electric fixtures and lamps and reflectors.a	36,835,000	45,057,000	20,468,000	14,733,000	4,752,000	39,953,000	5,104,000	13.9
Gas, illuminating and heating	915,537,000	166,814,000	52,428,000	33,316,000	27,757,000	113,501,000	53,313,000	5.8
Glass	129,288,000	92,095,000	32,119,000	44,293,000	8,961,000	85,373,000	6,722,000	5.2
Glucose and starch	38,866,000	48,799,000	36,899,000	4,079,000	2,995,000	43,973,000	4,826,000	12.4
Hats and caps, other than wool	52,547,000	82,978,000	40,267,000	26,422,000	5,968,000	72,657,000	10,321,000	19.6
Hosiery and knit goods	163,641,000	200,143,000	110,241,000	52,432,000	13,057,000	175,730,000	24,413,000	14.9
Ice, manufactured	118,641,000	42,953,000	11,317,000	13,647,000	6,650,000	31,614,000	11,339,000	9.6
Iron and steel:								
Blast furnaces	487,581,000	391,429,000	320,638,000	31,131,000	11,041,000	362,810,000	28,619,000	5.9
Steelworks and rolling mills	1,004,735,000	985,723,000	657,501,000	189,392,000	42,608,000	889,501,000	96,222,000	9.6
Bolts, nuts, washers, and rivets, not made in steelworks or rolling mills	30,250,000	24,485,000	12,804,000	7,165,000	2,127,000	22,096,000	2,389,000	7.9
Forgings	27,755,000	20,293,000	10,240,000	6,303,000	1,516,000	18,059,000	2,234,000	8.0
Pipe, wrought	22,206,000	30,886,000	22,942,000	4,620,000	951,000	28,513,000	2,373,000	10.7

Jewelry	63,811,000	80,350,000	36,675,000	24,196,000	6,936,000	67,807,000	12,543,000	19.7
Leather goods	69,814,000	104,719,000	60,027,000	24,622,000	8,294,000	92,943,000	11,776,000	16.9
Leather, tanned, curried, and finished	332,727,000	327,874,000	248,279,000	38,846,000	18,574,000	305,699,000	22,175,000	6.7
Lime	32,520,000	17,952,000	6,731,000	7,060,000	1,112,000	14,903,000	3,049,000	9.4
Liquors:								
Distilled	72,450,000	204,699,000	35,977,000	5,063,000	154,293,000	195,333,000	9,366,000	12.9
Malt	671,158,000	374,730.000	96,596,000	64,010,000	139,357,000	299,963,000	74,767,000	11.1
Vinous	27,908,000	13,121,000	6,626,000	1,834,000	2,253,000	10,713,000	2,408,000	8.6
Locomotives, not made by railroad companies	52,060,000	31,582,000	15,060,000	11,211,000	2,117,000	28,388,000	3,194,000	6.1
Lumber and timber products	176,675,000	1,156,129,000	508,117,000	366,167,000	121,338,000	995,622,000	160,507,000	13.6
Malt	60,286,000	38,252,000	30,464,000	2,232,000	2,058,000	34,754,000	3,498,000	5.8
Marble and stone work	114,842,000	113,093,000	37,397,000	48,932.000	8,597,000	94,926,000	18,167,000	15.8
Mattresses and spring beds	23,735,000	35,783,000	20,483,000	7,810,000	3,360,000	31,653,000	4,130,000	17.4
Millinery and lace goods	35,705,000	85,894,000	45,040,000	21,688,000	7,264,000	73,992,000	11,902,000	33.3
Mineral and soda waters	42,305,000	43,508,000	16,465,000	9,747,000	6,823,000	33,035,000	10,473,000	24.8
Musical instruments, pianos and organs, and materials	103,234,000	89,790,000	43,764,000	28,314,000	8,672.000	80,750,000	9,040,000	8.8
Oil:								
Cottonseed, and cake	91,086,000	147,868,000	119,833,000	10,130,000	6,753,000	136,716,000	11,152,000	12.2
Linseed	18,932,000	36,739,000	31,034,000	1,632,000	1,509,000	34,175,000	2,564,000	13.5
Not elsewhere specified	18,441,000	30,865,000	21,407,000	2,984,000	2,750,000	27,141,000	3,724,000	20.2
Paint and varnish	103,995,000	124,889,000	79,015,000	18,649,000	13,538,000	111,202,000	13,687,000	13.2
Paper and wood pulp	409,348,000	267,657,000	165,442,000	50,314,000	21,553,000	237,309,000	30,348,000	7.4
Paper goods, not elsewhere specified	48,662,000	55,171,000	31,249,000	11,869,000	6,178,000	49,296,000	5,875,000	12.1
Patent medicines and compounds and druggists' preparations	99,942,000	141,942,000	50,376,000	26,904,000	37,027,000	114,307,000	27,635,000	27.7
Petroleum, refining	181,916,000	236,998,000	199,273,000	13,759,000	9,445,000	222,477,000	14,521,000	8.0
Pottery, terra cotta, and fire-clay products	141,350,000	76,119,000	21,911,000	35,566,000	8,178,000	65,655,000	10,464,000	7.4
Printing and publishing	588,346,000	737,876,000	201,774,000	268,086,000	149,298,000	619,158,000	118,718,000	20.2
Rubber goods, not elsewhere specified	98,507,000	128,436,000	82,192,000	19,526,000	12,393,000	114,111,000	14,325,000	14.5
Salt	29,012,000	11,328,000	5,203,000	3,250,000	1,179,000	9,632,000	1,696,000	5.8
Sewing machines, cases, and attachments	33,104,000	28,262,000	11,454,000	12,525,000	2,645,000	26,624,000	1,638,000	4.9
Shipbuilding, including boat building	126,118,000	73,360,000	31,215,000	29,304,000	7,003,000	67,522,000	5,838,000	4.6
Silk and silk goods, including throwsters	152,158,000	196,912,000	107,767,000	46,097,000	23,311,000	177,175,000	19,737,000	13.0
Silverware and plated ware	46,759,000	42,229,000	18,332,000	13,027,000	4,839,000	36,198,000	6,031,000	12.9
Slaughtering and meat packing	383,249,000	1,370,568,000	1,202,828,000	71,699,000	42,840,000	1,317,367,000	53,201,000	13.9
Smelting and refining:								
Copper	111,443,000	378,806,000	333,532,000	15,815,000	3,968,000	353,315,000	25,491,000	22.9
Lead	132,310,000	167,406,000	151,963,000	6,907,000	1,428,000	160,298,000	7,108,000	5.4
Zinc	27,760,000	34,206,000	25,230,000	5,204,000	757,000	31,191,000	3,015,000	10.9
Not from the ore	13,834,000	28,072,000	23,162,000	1,851,000	794,000	25,807,000	2,265,000	16.4
Soap	71,951,000	111,358,000	72,179,000	11,732.000	14,314,000	98,225,000	13,133,000	18.3
Stoves and furnaces, including gas and oil stoves	86,944,000	78,853,000	29,338,000	29,919,000	10,143,000	69,400,000	9,453,000	10.9
Sugar and molasses, not including beet sugar	153,167,000	279,249,000	247,583,000	9,875,000	10,020,000	267,478,000	11,771,000	7.7
Tin plate and terneplate	10,995,000	47,969,000	41,890,000	3,935,000	970,000	46,795,000	1,174,000	10.7
Tobacco manufactures	245,660,000	416,695,000	177,186,000	86,134,000	102,653,000	365,973,000	50,722,000	20.6
Turpentine and rosin	12,401,000	25,295,000	4,911,000	11,019,000	3,103,000	19,033,000	6,262,000	50.5
Typewriters and supplies	26,309,000	19,719,000	4,078,000	8,928,000	3,140,000	16,146,000	3,573,000	13.6
Wire	60,157,000	84,486,000	60,543,000	12,515,000	4,377,000	77,435,000	7,051,000	11.7
Wirework, including wire rope and cable	34,970,000	41,938,000	24,394,000	9,005,000	3,639,000	37,038,000	4,900,000	14.0
Woolen, worsted, and felt goods, and woolworks	430,579,000	435,979,000	282,878,000	82,524,000	22,597,000	387,999,000	47,980,000	11.1

DIXON EXHIBIT No. 1—Continued.

Comparison of rate of return on capital, 1910; railways of the United States; the manufacturing industry as a whole; and the 104 principal manufacturing industries in detail.

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EXPLANATORY NOTE.

Railways.—The railway statistics of this table relate to the fiscal year ending June 30, 1910. Gross railway returns as shown comprise the revenues, both of rail and of outside or auxiliary operations. That is, gross returns correspond to total operating revenues plus revenues from outside operations. Expenses as shown comprise salaries and wages, taxes, and cost of materials and supplies, including miscellaneous items, such as insurance, advertising, loss and damage, etc. That is, expenses correspond to operating expenses, expenses of outside operations, and taxes. Net return or operating income is the residue of gross returns after expenses have been paid.

Manufactures.—The 104 industries shown in detail in the table are those which during the year covered by the census of 1910 (which was for the most part the calendar year 1909), either had a capital value or produced gross returns amounting to $25,000,000 or over.

The various items shown for manufacturing industries may be described as follows in the words of the census authorities (Abstract of the Thirteenth Census, p. 437). These descriptions contain also certain qualifications made by the Census Bureau with regard to the reliability of the material.

Capital: "For reasons stated in the reports of prior censuses the statistics of capital secured by the census canvass are so defective as to be of little value, except as indicating very general conditions. The instructions on the schedule for securing capital were as follows:

"The answer should show the total amount of capital, both owned and borrowed, on the last day of the business year reported. All the items of fixed and live capital may be taken at the amounts carried on the books. If land or buildings are rented, that fact should be stated and no value given. If a part of the land or buildings is owned, the remainder being rented, that fact should be so stated, and only the value of the owned property given. Do not include securities and loans, representing investments, in other enterprises."

Gross value of products: "The amounts given under this head represent the selling value at the factory of all products manufactured during the year, which may differ from the value of the products sold. Amounts received for work on materials furnished by others are included."

Expenses: "Under 'Expenses' are included all items of expense incident to the year's business, except interest, whether on bonds or other forms of indebtedness, and allowances for depreciation."

Materials: "The statistics as to cost of materials relate to materials used during the year, which may be more or less than the materials purchased during the year. The term 'materials' includes fuel, rent of power and heat, mill supplies, and containers, as well as materials forming a constituent part of the product. Under the head of 'Fuel' is included all fuel used, whether for heat, light, or power, or for the process of manufacture."

Net returns represent the difference between gross value of products and expenses.

Authorities.—Annual statistical report of the Interstate Commerce Commission, 1910; Abstract of the Thirteenth Census, 1910.

Ratio of capital stock to total capitalization: Railways of the United States and the eastern district, fiscal years 1903 to 1912.

[Page 12.]

ANALYSIS.

The ratio of capital stock to total railway capital securities has been falling, both in the United States as a whole and in the eastern district.

For the railways of the United States this ratio decreased from 48.85 per cent in 1903 to 44.05 per cent in 1910, and from 44.05 per cent in 1910 to approximately 43.60 per cent in 1912. For the railways of the eastern district as a whole the ratio has been higher than for the United States in most years, but has been declining. The decrease was from 50.43 to 45.02 per cent in 1910, from which there was a slight incrase to 46.17 per cent in 1911.

DIXON EXHIBIT No. 1—Continued.

EXPLANATORY NOTE.

The aggregates shown apply to June 30 of the respective years, and represent the gross amounts of total capital securities and of capital stock issued and outstanding. Official statistics for the eastern district for June 30, 1912, are not yet available; those shown for the United States are subject to the limitation noted on the table.

Ratio of capital stock to total capitalization: Railways of the United States and the eastern district, fiscal years 1903 to 1912.

[Page 13.]

Year.	United States.			Eastern district.		
	Total capitalization.	Total capital stock.	Ratio of stock to total capitalization.	Total capitalization.	Total capital stock.	Ratio of stock to total capitalization.
			Per cent.			*Per cent.*
1903	$12,599,990,258	$6,155,559,032	48.85	$4,816,629,573	$2,428,832,520	50.42
1904	13,213,124,679	6,339,899,329	47.98	5,006,428,336	2,539,298,624	49.88
1905	13,805,258,121	6,554,557,051	47.48	5,356,972,099	2,595,937,043	48.46
1906	14,570,421,478	6,803,760,093	46.70	5,765,714,732	2,694,844,538	46.74
1907	16,082,146,683	7,356,861,691	45.75	6,347,229,509	2,870,527,181	45.22
1908	16,767,544,827	7,373,212,323	43.97	6,442,119,486	2,828,679,357	43.91
1909	17,487,868,935	7,686,278,545	43.95	6,501,431,103	2,843,385,441	43.73
1910	18,417,132,238	8,113,657,380	44.05	6,757,051,293	3,041,886,610	45.02
1911	19,208,935,081	8,470,717,611	44.10	7,261,154,383	3,352,507,532	46.17
1912 [1]	19,533,750,802	8,469,560,687	43.36			

[1] Returns for 1912 are those of railways having annual operating revenues of $100,000 or over. Corresponding returns for the eastern district have not yet been compiled. The ratio for 1912 would be slightly increased (approximately 43.60 per cent) were all railways included.

Authorities.—Annual statistical reports of the Interstate Commerce Commission.

Average tractive power per locomotive: Railways in the eastern district, fiscal years 1903 to 1912.

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ANALYSIS.

Average tractive power per locomotive increased nearly 34 per cent on the eastern railways between 1903 and 1912. Since 1910 there has been an increase of nearly 7 per cent in average tractive power, while the annual average for the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by 15 per cent.

Increases in average tractive power between 1903 and 1912 occurred on each of the 49 railway systems covered by the table. While the increase varied considerably in amount from road to road, there was no exception to the rule of increases during the decade.

EXPLANATORY NOTE.

The averages for this table were computed by dividing the total number of locomotives of all kinds in service on June 30 of the respective years into their aggregate pounds of tractive power. Averages for all the roads combined were ascertained by dividing the aggregate number of locomotives of all roads into the aggregate tractive power for all roads.

DIXON EXHIBIT No. 1—Continued.

Average tractive power per locomotive: Railways in the eastern district, fiscal years 1903 to 1912 (averages apply to all locomotives in service, whether freight, passenger, or switching).

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Road.	Tractive power per locomotive (pounds).										Per cent of increase 1912 over 1903.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	17,616	17,052	17,113	17,113	17,268	18,951	22,897	24,048	26,128	25,319	43.7
Baltimore & Ohio	26,826	27,756	28,209	30,276	30,424	30,518	30,643	31,449	33,262	34,887	30.0
Bessemer & Lake Erie	30,519	30,900	30,901	32,169	32,500	32,693	33,774	33,774	34,878	36,579	19.9
Boston & Maine	16,828	17,069	17,481	18,115	18,883	19,675	19,904	20,522	22,306	22,797	35.5
Buffalo & Susquehanna R. R. & Ry	24,626	26,728	30,671	31,005	28,868	33,847	33,793	34,085	34,738	34,738	41.1
Buffalo, Rochester & Pittsburgh	27,843	28,190	29,110	29,300	30,504	30,807	30,815	31,247	32,167	33,180	19.2
Central New England	17,257	17,322	18,264	20,643	22,087	22,872	23,262	24,140	24,693	24,830	43.9
Central R. R. of New Jersey	19,805	20,275	20,969	24,008	24,203	24,440	24,540	24,836	25,187	25,365	28.1
Chesapeake & Ohio	25,408	27,897	28,855	29,957	30,780	30,918	31,912	32,550	34,750	35,010	37.8
Chicago, Indiana & Southern	22,950	22,950	23,746	31,499	33,312	30,371	34,321	35,530	38,191	38,361	67.2
Chicago, Indianapolis & Louisville	24,133	25,902	26,267	27,076	27,040	27,177	27,357	27,246	28,295	30,711	27.3
Chicago, Terre Haute & Southeastern	19,372	20,673	20,614	21,353	21,353	21,495	24,265	24,265	26,871	27,364	41.3
Cincinnati, Hamilton & Dayton	13,764	14,466	20,385	20,089	20,166	20,593	20,915	22,451	22,554	22,999	67.1
Cleveland, Cincinnati, Chicago & St. Louis	19,737	20,235	21,388	23,596	25,941	28,595	28,624	29,909	31,179	32,614	65.2
Coal & Coke	14,833	17,138	19,320	23,623	26,836	26,836	26,836	26,836	26,836	26,936	80.9
Dayton & Union	13,500	11,833	13,600	13,600	13,583	15,512	15,512	15,512	15,512	15,512	14.9
Delaware & Hudson	20,742	23,978	26,913	27,832	29,564	28,814	30,773	32,389	32,946	34,362	65.7
Delaware, Lackawanna & Western	24,695	25,289	23,958	24,184	24,841	25,003	25,742	26,639	27,360	28,478	15.3
Detroit, Toledo & Ironton	22,653	22,555	22,633	23,030	23,103	23,919	20,390	23,566	26,385	26,385	16.5
Erie	21,905	23,550	24,937	26,423	26,815	27,041	27,159	27,809	27,988	30,728	40.3
Grand Rapids & Indiana	20,612	21,051	21,051	22,600	23,119	23,843	24,424	25,444	25,444	25,626	24.3
Hocking Valley	24,647	25,384	25,842	26,255	26,511	26,873	26,947	27,101	31,417	32,108	30.3
Kanawha & Michigan	22,268	22,532	22,741	24,100	24,966	25,283	25,936	25,945	29,291	31,316	40.6
Lake Erie & Western	17,294	19,901	20,669	20,894	24,390	24,039	24,193	24,194	24,652	25,533	47.6
Lake Shore & Michigan Southern	23,746	24,701	27,474	29,156	30,349	30,926	31,072	32,924	34,057	34,379	44.8
Lehigh & Hudson River	21,711	24,599	24,599	26,205	29,047	29,281	32,532	32,532	32,532	32,532	49.8
Lehigh & New England	16,430	20,500	25,220	29,270	28,743	29,148	30,658	31,330	32,309	33,631	104.7
Lehigh Valley	23,336	24,737	24,948	25,798	26,578	26,902	27,151	27,752	28,091	28,499	22.1
Maine Central	17,606	17,985	18,877	19,325	19,847	21,504	21,008	21,526	22,467	24,625	39.9
Michigan Central	18,206	20,422	20,738	22,680	23,415	23,778	24,274	26,396	28,156	28,731	57.8
New York Central & Hudson River	23,133	22,914	24,457	26,075	27,560	29,112	30,259	30,448	31,467	32,302	39.6
New York, Chicago & St. Louis	17,748	19,060	18,986	19,379	20,180	20,956	21,191	21,352	21,633	21,633	21.9
New York, New Haven & Hartford	18,044	19,625	22,116	21,229	21,070	22,643	22,714	22,777	22,856	22,893	26.9
New York, Ontario & Western	23,436	24,302	24,465	24,051	21,964	25,137	25,827	26,079	28,239	28,401	21.4
Norfolk & Western	27,684	28,511	29,503	30,523	31,584	32,476	32,471	33,080	34,587	35,486	28.2

Pennsylvania Lines—East	24,777	25,893	27,146	28,504	29,092	29,529	30,114	30,357	30,916	31,480	27.1
Pennsylvania Co	26.623	27,295	28,734	29,213	30,254	29,542	29,516	31,214	32,836	32,998	23.9
Pere Marquette	18,280	20,624	31,243	22,588	22,906	22,483	22,726	23,578	24,398	26,386	44.3
Philadelphia & Reading	22,238	22,901	23,042	23,908	25,663	26,160	26,224	25,926	27,560	28,204	26.8
Pittsburgh, Cincinnati, Chicago & St. Louis	26,348	25,028	25,412	26,164	27,191	27,666	27,704	28,140	28,315	28,966	9.9
Pittsburgh & Lake Erie	27,346	32,174	32,808	33,362	33,949	32,627	33,452	35,163	35,761	36,574	33.7
Rutland	19,905	20,247	21,351	21,147	22,846	23,229	23,494	24,864	25,220	25,383	27.5
Toledo & Ohio Central	20,206	20,950	21,437	22,860	24,091	24,356	24,629	24,802	24,802	27,863	37.9
Toledo, St. Louis & Western	19,661	19,622	23,453	26,033	26,553	26,756	26,859	27,078	27,091	27,091	37.8
Vandalia	19,338	21,783	21,798	22,277	22,709	23,541	23,640	24,432	24,605	25,556	32.2
Wabash Pittsburgh Terminal & West Side Belt	(1)	22,883	34,268	21,469	23,874	23,143	34,612	38,678	38,912	39,644	(1)
Wabash	17,915	18,726	20,240	20,321	21,617	23,560	23,691	23,785	24,692	26,297	46.8
Western Maryland	22,564	22,325	22,409	27,371	29,347	30,153	31,277	31,986	32,924	36,816	63.2
Wheeling & Lake Erie	21,315	21,198	21,198	25,898	28,415	26,377	26,347	26,516	26,689	26,971	26.5
All roads	22,796	23,730	24,801	26,052	26,985	27,514	27,916	28,552	29,578	30,501	33.8

[1] West Side Belt with 3 miles of line alone in operation in 1903.

Annual average:	Pounds.	Increase:	Per cent.
1903–12	27,065	1912 over 1903	33.8
1903–7	24,983	1912 over 1910	6.8
1908–12	28,840	Annual average 1908–12 over 1903–7	15.4

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Average capacity per freight car; Railways in the eastern district, fiscal years 1903 to 1912.

[Page 16.]

ANALYSIS.

Average capacity per freight car increased 28 per cent on the eastern railways between 1903 and 1912. Since 1910 there has been an increase of over 3½ per cent, while the annual average for the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by nearly 16 per cent.

Increases in average freight-car capacity occurred between 1903 and 1912 upon all but one of the 49 railway systems included in the table. One road shows a stationary record for the decade.

EXPLANATORY NOTE.

The averages for this table were computed by dividing the total number of freight cars (not including caboose cars) in service on June 30 of the respective years into their aggregate tons of capacity. Averages for all the roads combined were ascertained by dividing the aggregate number of freight cars for all roads into aggregate capacity for all roads.

DIXON EXHIBIT No. 1—Continued.

Average freight train load: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 19; D denotes decrease.]

Road.	Average train load (tons).										Per cent of increase 1912 over 1903
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	291.9	265.6	283.3	391.3	415.7	444.0	419.0	371.9	437.2	447.0	53.1
Baltimore & Ohio	418.6	400.4	399.9	420.2	435.0	411.3	428.2	442.9	440.9	554.7	32.5
Bessemer & Lake Erie	917.7	886.1	961.8	938.8	964.5	906.6	931.9	1,023.5	968.6	1,001.6	9.1
Boston & Maine	201.6	197.6	205.8	205.8	228.9	230.7	237.0	244.3	244.2	261.2	29.6
Buffalo & Susquehanna R. R. & Ry	117.9	117.1	152.1	222.1	261.8	294.6	339.0	332.0	340.6	330.5	180.4
Buffalo, Rochester & Pittsburgh	441.2	438.8	506.9	524.4	543.0	529.5	595.5	636.1	634.7	647.4	46.7
Central New England	81.5	108.9	137.7	183.7	205.8	218.3	248.3	254.9	271.8	309.4	279.6
Central Railroad of New Jersey	465.3	501.9	506.7	502.4	501.5	519.8	514.9	517.4	541.9	513.8	10.4
Chesapeake & Ohio	483.2	497.0	538.4	571.0	578.4	600.9	646.8	675.1	656.0	756.5	56.5
Chicago, Indiana & Southern	335.1	331.4	328.4	372.1	455.8	501.8	562.1	567.6	583.8	627.3	87.2
Chicago, Indianapolis & Louisville	294.2	283.7	308.5	305.8	302.6	270.4	300.5	341.3	313.4	307.3	4.4
Chicago, Terre Haute & Southeastern	257.2	278.0	323.8	322.8	318.8	322.4	450.6	544.7	498.3	486.5	89.1
Cincinnati, Hamilton & Dayton	306.9	277.3	301.6	371.4	397.0	381.0	403.0	439.3	446.3	521.1	69.8
Cleveland, Cincinnati, Chicago & St. Louis	325.3	320.2	332.5	371.3	403.2	382.8	392.8	430.6	425.7	437.0	34.3
Coal & Coke	(1)	82.8	104.6	132.9	153.1	221.9	288.6	319.2	287.9	303.8	(1)
Dayton & Union	98.0	104.3	105.8	111.7	124.1	131.5	187.0	155.7	68.4	77.6	D 20.8
Delaware & Hudson	344.2	398.8	422.0	460.0	457.2	409.7	399.4	425.2	445.6	474.4	37.8
Delaware, Lackawanna & Western	381.8	424.1	440.4	440.8	469.1	469.3	493.7	538.0	566.1	562.7	47.4
Detroit, Toledo & Ironton	311.8	314.2	338.3	378.3	401.0	382.1	395.9	333.9	310.2	335.2	7.5
Erie	392.5	386.9	399.4	437.8	454.4	446.9	454.1	480.0	509.1	515.2	31.3
Grand Rapids & Indiana	230.5	207.3	214.1	273.0	293.1	284.3	283.0	279.1	269.5	294.1	27.6
Hocking Valley	611.5	544.8	571.7	598.9	621.9	594.5	588.3	648.8	735.5	851.8	39.3
Kanawha & Michigan	445.0	436.8	452.3	495.8	473.5	459.1	432.6	551.9	703.0	761.2	71.1
Lake Erie & Western	276.5	288.9	331.4	322.8	338.1	312.5	299.7	350.5	340.6	351.4	27.1
Lake Shore & Michigan Southern	576.8	557.3	586.8	612.2	609.4	479.0	594.5	599.6	588.8	650.7	12.8
Lehigh & Hudson River	189.9	213.1	255.3	293.1	289.3	327.7	391.3	449.9	470.1	487.1	156.5
Lehigh & New England	(1)	(1)	(1)	(1)	237.3	208.0	241.5	271.5	315.2	335.7	(1)
Lehigh Valley	488.5	488.6	503.1	503.7	526.4	511.3	528.3	535.9	537.0	558.6	14.3
Maine Central	215.5	232.7	243.2	257.3	259.3	235.7	249.3	267.8	256.0	250.9	16.4
Michigan Central	349.6	364.5	376.8	431.8	440.1	380.2	383.4	411.8	412.5	428.8	22.7
New York Central & Hudson River	365.7	356.6	379.5	408.2	413.6	396.6	401.6	410.5	423.6	432.3	18.2
New York, Chicago & St. Louis	312.9	315.9	320.4	341.6	363.6	339.8	341.5	368.5	344.7	354.8	13.4
New York, New Haven & Hartford	218.2	208.6	222.7	236.2	237.5	242.7	270.8	203.2	289.7	291.8	33.7
New York, Ontario & Western	238.2	241.5	253.2	240.1	247.4	264.9	267.1	270.0	295.9	291.7	22.5
Norfolk & Western	486.3	488.3	531.5	570.6	563.8	570.5	615.5	633.1	640.8	692.4	42.4
Pennsylvania Lines—East	494.4	467.9	462.5	480.2	515.1	538.8	575.4	596.4	602.8	613.5	24.8

Pennsylvania Co.	396.7	376.0	403.9	441.1	482.9	446.0	459.4	497.4	476.2	515.3	29.9
Pere Marquette	247.4	232.6	221.9	302.1	321.3	244.2	284.0	302.7	320.3	335.5	35.6
Philadelphia & Reading	321.7	325.4	346.7	358.5	384.1	435.4	434.6	481.6	474.0	484.8	50.7
Pittsburgh, Cincinnati, Chicago & St. Louis	328.6	309.6	327.1	350.4	367.1	346.0	339.7	386.4	387.5	441.1	34.2
Pittsburgh & Lake Erie	866.6	968.2	1,047.1	1,136.1	1,122.5	1,105.6	1,144.2	1,166.3	1,214.0	1,157.4	32.6
Rutland	184.7	202.0	226.4	223.0	230.8	247.9	261.6	275.4	265.6	265.8	43.9
Toledo & Ohio Central	460.8	435.5	437.7	480.4	522.0	464.2	470.1	503.1	525.8	532.7	15.6
Toledo, St. Louis & Western	295.7	286.4	308.4	398.1	470.6	465.0	461.0	481.3	451.0	412.3	39.4
Vandalia	277.4	243.3	247.4	287.6	305.6	290.1	300.7	329.7	343.1	360.2	29.9
Wabash Pittsburgh Terminal and West Side Belt	(2)	293.6	240.7	453.0	482.4	437.7	489.9	540.7	504.7	563.4	(2)
Wabash	301.8	286.3	298.9	347.7	359.9	361.1	352.0	352.7	344.4	357.8	18.6
Western Maryland	324.0	309.8	319.9	348.5	360.7	397.3	417.3	442.0	448.3	486.5	50.1
Wheeling & Lake Erie	425.6	406.7	422.5	537.7	604.9	574.4	589.0	610.5	640.0	702.2	65.0
All roads	391.0	382.9	398.4	426.4	445.4	436.5	452.5	478.2	478.1	509.8	30.4

[1] Incomplete data.

[2] West Side Belt with 3 miles of line alone in operation in 1903.

Annual average:	Tons.	Increase:	Per cent.
1903–1912	441.9	1912 over 1903	30.4
1903–1907	410.4	1912 over 1910	6.6
1908–1912	471.6	Annual average, 1908–1912 over 1903–1907	14.9

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Average load per loaded freight car: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 20.]

ANALYSIS.

The average load per loaded freight car increased 19½ per cent on the eastern railways during the decade 1903 to 1912.

This average carload increased slightly from 1910 to 1912, while the annual average of the second half of the decade (1908–1912) shows an increase over the annual average of the first half (1903–1907) of 11 per cent.

All the railway syitems covered by the table show increases during the 10 years 1903 to 1912 in average load per loaded car.

EXPLANATORY NOTE.

The averages for this table were computed by dividing loaded revenue freight car-miles into aggregate ton-miles. Averages for all the roads combined were ascertained by dividing the aggregate loaded freight car-miles of all roads into the aggregate ton-miles of all roads.

DIXON EXHIBIT No. 1—Continued.

Average load per loaded freight car: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 21.]

Road.	Average carload (tons).										Per cent of increase 1912 over 1903.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	17.3	16.7	17.5	21.6	23.2	27.7	21.7	24.5	20.8	21.9	26.7
Baltimore & Ohio	21.4	21.1	21.5	22.7	23.0	22.9	22.4	22.9	22.4	23.4	9.0
Bessemer & Lake Erie	40.0	37.3	38.3	37.1	37.6	40.3	42.6	41.8	42.4	43.3	8.2
Boston & Maine	12.4	12.6	13.0	13.0	14.4	14.7	14.2	14.4	14.7	14.9	20.6
Buffalo & Susquehanna R. R. & Ry.	13.8	15.9	18.8	27.4	33.3	36.0	36.5	34.9	36.8	35.9	160.4
Buffalo, Rochester & Pittsburgh	26.4	27.2	28.9	28.3	29.7	31.0	31.3	32.2	32.7	33.2	25.9
Central New England	12.8	14.4	16.6	16.0	16.6	16.9	19.5	19.8	20.7	20.7	62.4
Central Railroad of New Jersey	23.3	24.0	24.3	24.7	25.9	27.2	27.1	27.2	27.4	27.2	16.9
Chesapeake & Ohio	21.7	24.0	25.8	26.5	27.1	28.8	29.3	30.1	29.2	30.3	39.6
Chicago, Indiana & Southern	16.6	16.9	16.5	19.3	22.5	24.4	25.2	24.5	25.0	25.0	50.9
Chicago, Indianapolis & Louisville	16.7	16.7	17.1	17.5	17.8	17.1	17.9	20.0	19.3	18.5	10.7
Chicago, Terre Haute & Southeastern	24.0	25.0	23.1	26.8	26.3	26.6	29.3	33.6	31.7	32.8	36.3
Cincinnati, Hamilton & Dayton	17.2	17.7	18.3	19.9	21.0	21.2	22.4	24.7	24.9	25.3	46.5
Cleveland, Cincinnati, Chicago & St. Louis	15.4	15.5	16.0	16.6	17.8	18.8	18.8	19.5	19.2	19.9	29.2
Coal & Coke	(1)	19.7	19.8	17.4	22.4	18.7	22.7	25.1	24.2	27.3	(1)
Dayton & Union	11.8	12.0	12.9	14.2	16.1	16.6	25.8	22.4	13.5	14.7	23.9
Delaware & Hudson	20.9	22.2	23.4	24.0	25.1	25.2	24.2	24.1	24.1	24.8	19.0
Delaware, Lackawanna & Western	18.4	19.7	20.5	20.1	21.0	22.4	22.2	22.3	21.8	21.7	18.1
Detroit, Toledo & Ironton	22.2	24.7	25.0	26.3	27.5	29.9	28.9	31.8	31.3	29.5	33.1
Erie	17.8	17.5	17.8	18.9	19.7	20.6	20.7	20.7	20.7	20.4	14.7
Grand Rapids & Indiana	14.7	15.0	15.7	17.7	20.1	19.3	18.5	20.5	18.6	18.1	23.5
Hocking Valley	29.5	28.0	29.4	28.1	29.4	31.0	32.2	34.2	35.0	35.3	19.8
Kanawha & Michigan	24.7	25.7	25.0	26.0	26.6	27.4	25.7	30.6	37.7	36.4	47.7
Lake Erie & Western	16.4	16.5	16.9	17.7	18.7	18.3	17.2	18.2	18.1	18.6	13.7
Lake Shore & Michigan Southern	18.9	18.8	19.3	20.4	20.6	20.8	19.7	20.8	21.2	21.3	12.9
Lehigh & Hudson River	19.0	19.2	20.0	17.9	18.9	19.2	23.5	23.6	24.2	25.4	33.7
Lehigh & New England	(1)	(1)	(1)	(1)	(1)	23.5	25.2	28.2	28.9	29.0	(1)
Lehigh Valley	19.4	19.8	20.3	20.5	21.8	23.4	22.9	22.7	22.7	22.8	17.5
Maine Central	12.8	13.4	13.6	14.2	15.1	15.0	15.3	16.0	15.2	14.8	15.6
Michigan Central	14.3	14.4	14.9	16.0	16.3	16.0	15.8	15.9	15.8	15.8	10.1
New York Central & Hudson River	15.5	15.2	16.1	16.4	16.9	17.3	16.4	16.6	17.0	17.2	10.6
New York, Chicago & St. Louis	16.0	15.8	16.0	16.7	17.6	17.5	17.1	17.9	17.3	17.4	8.7
New York, New Haven & Hartford	11.1	11.7	12.3	13.0	13.4	13.8	14.2	14.7	14.9	15.5	39.4
New York, Ontario & Western	21.7	21.9	22.8	21.9	22.4	20.9	21.5	21.2	23.9	23.3	7.2
Norfolk & Western	23.3	23.1	24.2	25.1	25.5	27.2	28.0	29.2	29.0	30.1	29.5
Pennsylvania Lines—East	22.8	22.7	22.8	24.0	24.1	26.3	25.8	25.8	25.6	25.7	15.1
Pennsylvania Co	21.4	21.2	22.1	23.1	25.3	24.4	24.3	25.6	24.4	25.0	16.6

Pere Marquette	16.2	16.2	15.9	18.4	19.3	16.2	17.9	17.9	17.8	17.7	9.1
Philadelphia & Reading	(1)	(1)	(1)	(1)	(1)	24.2	23.3	25.3	24.6	25.0	(1)
Pittsburgh, Cincinnati, Chicago & St. Louis	16.9	16.7	17.4	18.2	19.5	19.3	18.3	20.2	20.2	20.7	22.4
Pittsburgh & Lake Erie	26.9	28.6	29.2	30.2	30.7	32.8	33.2	33.1	34.0	33.3	23.7
Rutland	13.2	13.6	14.8	13.8	14.3	15.7	16.3	16.6	16.1	15.7	18.4
Toledo & Ohio Central	27.1	27.1	27.7	28.4	31.2	29.6	30.4	33.7	33.7	33.4	23.3
Toledo, St. Louis & Western	16.1	15.3	16.1	17.6	18.7	19.0	18.4	19.3	18.9	17.8	10.6
Vandalia	16.9	16.5	16.8	18.5	19.6	20.0	19.2	20.2	21.1	20.0	18.7
Wabash Pittsburgh Terminal and West Side Belt	(2)	33.4	30.5	33.8	33.5	32.1	34.3	33.5	33.0	35.0	(2)
Wabash	16.2	15.5	16.2	17.6	18.1	18.1	17.5	17.8	17.7	17.7	9.1
Western Maryland	25.0	23.4	23.6	24.8	26.2	28.0	29.7	29.1	29.1	30.6	22.2
Wheeling & Lake Erie	23.1	23.6	24.9	27.6	30.0	29.9	29.1	30.2	30.0	31.6	36.5
All roads	19.0	19.2	19.8	20.7	21.5	22.2	21.9	22.6	22.4	22.8	19.6

[1] Incomplete data.

[2] West Side Belt with 3 miles of line alone in operation in 1903.

Annual average:	Tons.	Increase:	Per cent.
1903–1912	21.3	1912 over 1903	19.6
1903–1907	20.1	1912 over 1910	.9
1908–1912	22.4	Annual average 1908–1912 over 1903–1907	11.2

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Average freight carload: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 22.]

ANALYSIS.

The average freight carload, whether of loaded or empty cars, increased 15 per cent on the eastern railways from 1903 to 1912, but remained stationary between 1910 and 1912. The rate of increase in this average freight carload was 7 per cent between the first half of the decade (1903–1907) and the second half (1908–1912).

During the decade this average increased upon every one of the 49 railway systems covered by the table. Between 1910 and 1912 there were increases on more than half the railways.

EXPLANATORY NOTE.

The averages for this table were computed by dividing revenue freight car-miles (including loaded, empty, and caboose miles) into aggregate ton-miles. Averages for all the roads combined were ascertained by dividing the aggregate freight-car miles of all roads into the aggregate ton-miles of all roads.

Dixon Exhibit No. 1—Continued.

Average freight car load: Railways in the eastern district, fiscal years 1903 to 1911 (average based on combined loaded and empty freight car mileage and caboose mileage).

[Page 23.]

Road.	Average car load (tons).										Per cent of increase 1912 over 1903
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	13.1	12.8	13.4	16.5	17.6	18.4	15.1	16.9	15.0	16.0	22.0
Baltimore & Ohio	14.6	14.0	13.9	14.7	15.4	14.6	14.3	15.1	14.6	15.3	4.9
Bessemer & Lake Erie	23.5	23.9	24.7	24.7	25.8	26.2	25.6	27.3	26.3	25.8	9.8
Boston & Maine	9.5	9.6	9.8	9.9	11.0	10.2	9.9	10.5	10.5	10.7	12.7
Buffalo & Susquehanna	8.9	9.1	10.5	14.9	17.9	18.8	18.6	18.5	19.2	18.8	111.8
Buffalo, Rochester & Pittsburgh	15.3	15.8	16.4	17.1	18.2	17.9	18.9	19.3	18.8	19.0	24.4
Central New England	8.7	9.4	10.2	10.3	10.7	10.6	11.6	12.3	12.8	12.8	46.2
Central Railroad of New Jersey	14.2	14.4	14.5	15.1	15.9	15.6	15.6	16.3	16.2	16.4	15.3
Chesapeake & Ohio	15.4	15.8	16.6	17.2	18.0	17.7	17.9	18.7	18.1	19.1	24.1
Chicago, Indiana & Southern	10.9	11.2	10.9	13.0	15.0	14.6	15.0	14.8	14.6	14.8	35.6
Chicago, Indianapolis & Louisville	11.6	11.6	11.6	12.2	12.8	11.5	11.9	13.9	13.1	13.0	11.7
Chicago, Terre Haute & Southeastern	13.4	13.6	12.7	14.7	15.2	14.2	15.6	17.9	16.5	18.1	35.0
Cincinnati, Hamilton & Dayton	12.7	13.0	12.8	14.3	15.4	14.0	14.7	17.2	16.7	17.2	35.2
Cleveland, Cincinnati, Chicago & St. Louis	12.0	12.0	12.2	12.6	13.6	12.6	12.4	13.8	12.9	13.6	12.6
Coal & Coke	(1)	11.9	11.8	11.7	15.9	13.0	15.0	16.8	16.3	17.9	(1)
Dayton & Union	9.6	10.2	10.5	11.0	13.4	11.6	15.6	14.5	9.0	9.9	2.6
Delaware & Hudson	14.3	14.9	15.8	16.7	17.6	16.5	15.2	16.3	16.0	16.4	14.9
Delaware, Lackawanna & Western	12.4	13.3	13.7	13.7	14.8	14.7	14.3	14.8	14.6	14.5	17.1
Detroit, Toledo & Ironton	13.2	14.7	15.3	16.9	18.6	17.9	17.2	19.8	19.0	18.3	38.8
Erie	12.0	11.9	12.1	18.0	14.0	14.5	14.2	14.6	14.3	14.1	17.0
Grand Rapids & Indiana	10.1	10.4	10.8	12.5	13.8	12.6	12.1	14.1	12.6	12.9	27.5
Hocking Valley	17.1	15.7	16.7	16.3	17.5	17.4	17.6	19.3	19.3	19.8	15.8
Kanawha & Michigan	14.9	14.7	14.0	14.7	14.8	14.7	13.7	16.9	19.8	19.8	32.8
Lake Erie & Western	11.5	11.6	12.1	12.6	14.0	12.2	11.8	13.2	12.6	13.1	13.3
Lake Shore & Michigan Southern	13.7	13.4	13.6	14.4	14.8	13.4	12.8	14.2	13.9	14.4	5.7
Lehigh & Hudson River	11.9	11.9	12.6	12.2	13.6	12.2	13.3	14.6	15.0	15.2	28.2
Lehigh & New England	(1)	(1)	(1)	(1)	(1)	14.3	15.3	16.4	16.6	17.5	(1)
Lehigh Valley	12.9	13.2	13.7	13.8	15.0	15.3	14.8	15.4	15.0	15.3	18.4
Maine Central	9.7	9.9	10.0	10.3	11.0	10.4	10.7	11.5	10.8	10.5	8.8
Michigan Central	10.5	10.7	10.7	11.7	13.3	11.0	10.8	11.6	10.9	11.2	6.6
New York Central & Hudson River	10.3	10.1	10.8	10.9	11.4	11.1	10.7	11.1	11.2	11.4	10.4
New York, Chicago & St. Louis	11.0	11.3	11.1	11.4	12.7	11.3	10.9	12.5	11.4	12.1	9.6
New York, New Haven & Hartford	8.4	8.6	8.9	9.3	9.6	9.4	9.5	10.1	10.2	10.6	26.8
New York, Ontario & Western	13.1	13.0	13.4	13.0	13.4	13.0	13.8	13.4	14.0	14.5	10.8
Norfolk & Western	15.0	14.8	15.0	15.9	16.5	16.3	16.6	17.7	17.2	17.9	19.4

Pennsylvania Lines—East	14.5	14.7	14.6	15.3	16.5	16.4	16.1	16.6	16.4	16.4	13.6
Pennsylvania Co.	15.2	14.3	15.2	16.3	18.2	16.2	16.2	17.7	16.3	17.3	13.9
Pere Marquette	11.8	11.9	11.7	13.0	14.1	10.7	11.8	12.8	12.5	12.9	8.9
Philadelphia & Reading	(1)	(1)	(1)	(1)	(1)	14.6	13.9	15.8	15.2	15.7	(1)
Pittsburgh, Cincinnati, Chicago & St. Louis	12.1	11.6	11.8	12.3	13.6	12.5	11.7	13.8	13.1	14.1	16.6
Pittsburgh & Lake Erie	16.4	16.9	17.6	18.2	18.6	19.5	19.5	19.8	20.4	20.3	23.8
Rutland	9.1	9.6	10.3	10.4	10.4	10.7	11.2	12.1	11.5	11.5	27.4
Toldeo & Ohio Central	15.3	14.9	15.1	15.8	17.3	16.1	16.6	18.9	16.7	18.9	23.9
Toledo, St. Louis & Western	11.3	10.5	10.7	12.1	13.7	12.4	12.5	14.0	13.0	12.5	11.5
Vandalia	11.8	11.4	11.5	12.5	13.5	12.3	12.0	13.5	13.5	13.8	16.2
Wabash Pittsburgh Terminal and West Side Belt	(2)	17.8	18.5	21.1	21.2	19.4	22.6	21.3	21.2	22.4	(2)
Wabash	11.7	11.3	11.5	12.4	13.8	12.0	11.3	12.2	11.7	12.3	5.2
Western Maryland	14.7	14.1	14.4	14.8	15.1	15.4	17.1	16.5	16.8	17.6	20.3
Wheeling & Lake Erie	16.9	16.1	17.5	18.4	19.7	18.4	18.6	19.3	19.0	20.3	20.0
All roads	13.0	12.9	13.3	13.9	14.9	14.2	14.0	15.0	14.6	15.0	15.4

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[1] Incomplete data.

[2] West Side Belt, with 3 miles of line, alone in operation in 1903.

Annual average:	Tons.	Increase:	Per cent.
1903–1912	14.2	1912 over 1903	15.4
1903–1907	13.6	1912 over 1910	0.0
1908–1912	14.6	Annual average 1908–1912 over 1903–1907	7.4

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Total number of cars per freight train: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 24.]

ANALYSIS.

There was an increase of 12 per cent in the total number of freight cars per train of the eastern railways between 1903 and 1912.

Total number of cars per train increased more than 6½ per cent between 1910 and 1912, while the annual average of the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by nearly 7 per cent.

Forty-two of the 49 railway systems covered by the table increased their average of total number of cars per train between 1903 and 1912.

EXPLANATORY NOTE.

The averages for this table were computed by dividing the sum of revenue freight and mixed train-miles into aggregate revenue freight car-miles (including loaded, empty, and caboose). Averages for all the roads combined were ascertained by dividing the aggregate revenue freight and mixed train-miles of all roads into the aggregate revenue freight car-miles of all roads.

DIXON EXHIBIT No. 1—Continued.

Total number of cars per freight train: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 25; D denotes decrease.]

Road.	Number of cars per train.										Per cent of increase 1912 over 1903.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	22.3	20.8	21.1	23.7	23.6	24.1	27.8	22.0	29.2	28.0	25.5
Baltimore & Ohio	28.7	28.6	28.8	28.5	28.3	28.2	29.9	29.4	30.3	36.3	26.3
Bessemer & Lake Erie	39.0	37.1	39.0	38.0	37.5	34.6	36.4	37.5	36.8	38.8	D .6
Boston & Maine	21.2	20.5	21.1	20.9	20.9	22.7	23.9	23.2	23.2	24.3	14.9
Buffalo & Susquehanna R. R. & Ry	13.3	12.9	14.5	15.0	14.7	15.7	18.2	17.9	17.7	17.6	32.4
Buffalo, Rochester & Pittsburgh	28.8	27.8	30.8	30.7	29.8	29.7	31.5	32.9	33.8	34.0	18.0
Central New England	11.9	14.7	16.7	17.9	19.2	20.7	21.4	20.8	21.2	24.2	103.7
Central Railroad of New Jersey	32.7	34.8	34.9	33.2	31.5	33.2	33.0	31.7	33.4	31.3	D 4.3
Chesapeake & Ohio	31.3	31.4	32.4	33.1	32.1	34.0	36.2	36.0	36.2	39.5	26.2
Chicago, Indiana & Southern	30.6	29.6	30.2	28.7	30.3	34.3	37.4	38.4	40.0	42.3	38.1
Chicago, Indianapolis & Louisville	25.3	24.5	26.6	25.0	23.7	33.5	25.2	24.5	23.9	23.6	D 6.5
Chicago, Terre Haute & Southeastern	19.2	20.4	25.6	21.9	21.0	22.6	28.9	30.4	30.2	26.9	40.2
Cincinnati, Hamilton & Dayton	24.2	31.3	23.6	25.9	25.7	27.3	27.5	25.6	26.8	30.3	25.6
Cleveland, Cincinnati, Chicago & St. Louis	27.0	26.8	27.2	29.5	29.6	30.4	31.7	31.3	33.0	32.2	19.2
Coal & Coke	(1)	7.0	8.9	11.4	9.7	17.1	19.2	19.0	17.6	17.0	(1)
Dayton & Union	10.2	10.3	10.1	10.1	9.2	11.4	12.0	10.8	7.6	7.9	D 22.7
Delaware & Hudson	24.1	26.7	26.6	27.6	26.0	24.9	26.3	26.1	27.8	29.0	20.0
Delaware, Lackawanna & Western	30.8	31.9	32.1	32.2	31.7	31.9	34.5	36.3	38.9	38.7	25.7
Detroit, Toledo & Ironton	23.6	21.4	22.0	22.4	21.5	21.3	23.0	16.8	16.3	18.3	D 22.5
Erie	32.6	32.4	33.0	33.7	32.4	30.9	31.9	32.9	35.5	36.6	12.2
Grand Rapids & Indiana	22.8	19.9	19.8	21.9	21.3	22.6	23.5	19.7	21.3	22.8	.2
Hocking Valley	35.8	34.7	34.2	36.8	35.6	34.2	33.4	33.6	38.2	43.1	20.3
Kanawha & Michigan	29.8	29.7	32.2	33.8	32.0	31.2	31.5	32.7	35.5	38.4	28.8
Lake Erie & Western	23.9	24.9	27.4	25.6	24.2	25.6	25.3	26.6	27.0	26.9	12.2
Lake Shore & Michigan Southern	42.2	41.7	43.0	42.5	41.1	43.2	46.4	42.2	42.4	45.1	6.7
Lehigh & Hudson River	16.0	18.0	20.2	24.0	21.3	26.9	29.5	30.8	31.3	23.0	100.0
Lehigh & New England	(1)	(1)	(1)	(1)	(1)	14.5	15.8	16.6	19.0	19.2	(1)
Lehigh Valley	37.5	36.8	36.5	36.4	35.0	33.4	35.6	34.9	35.7	36.5	D 2.8
Maine Central	22.4	23.6	24.4	25.0	23.6	22.6	23.4	23.2	23.7	23.9	6.4
Michigan Central	33.2	34.1	35.4	36.8	35.8	34.4	35.4	35.7	37.8	38.2	15.2
New York Central & Hudson River	35.6	35.4	35.3	37.4	36.2	35.8	37.5	36.9	37.9	38.1	7.0
New York, Chicago & St. Louis	28.3	27.9	29.0	29.9	28.7	30.1	31.3	29.5	30.2	29.3	3.5
New York, New Haven & Hartford	26.1	24.8	24.9	25.5	24.6	26.0	28.4	29.0	28.4	27.5	5.4
New York, Ontario & Western	18.2	18.6	18.9	18.3	18.5	20.3	20.1	20.2	20.2	20.1	10.5
Norfolk & Western	32.3	33.1	35.5	35.9	34.2	36.0	37.1	35.7	37.3	38.6	19.3
Pennsylvania Lines—east	34.2	31.9	31.6	31.3	31.2	32.8	35.6	35.9	36.7	37.4	9.4

Pennsylvania Co.	26.1	26.3	26.6	27.1	26.5	27.4	28.3	28.2	29.2	29.8	14.1
Pere Marquette	20.9	19.6	19.0	23.2	22.8	22.9	24.0	23.7	25.5	26.0	24.4
Philadelphia & Reading	(1)	(1)	(1)	(1)	(1)	29.9	31.2	30.5	31.2	31.0	(1)
Pittsburgh, Cincinnati, Chicago & St. Louis	27.2	26.6	27.7	28.4	27.0	27.7	28.9	28.0	29.6	31.3	15.0
Pittsburgh & Lake Erie	52.9	57.3	59.6	62.5	60.4	56.6	58.8	58.9	59.6	57.1	7.9
Rutland	20.4	21.0	21.9	21.4	22.1	23.2	23.3	22.9	23.1	23.0	13.0
Toledo & Ohio Central	30.1	29.3	29.0	30.4	30.2	28.9	28.3	27.1	28.3	28.1	D 6.6
Toledo, St. Louis & Western	26.3	27.2	28.9	32.8	34.3	27.6	36.9	34.5	34.7	32.9	25.1
Vandalia	23.4	21.3	21.6	23.0	22.6	23.5	25.0	24.5	25.4	26.2	11.8
Wabash, Pittsburgh Terminal, and West Side Belt	(2)	16.5	13.0	21.4	22.7	22.5	21.7	25.4	23.8	25.2	(2)
Wabash	25.8	25.4	26.0	28.1	27.1	30.2	31.0	28.8	29.5	29.1	12.6
Western Maryland	22.1	21.9	22.2	23.6	23.8	25.8	24.5	26.8	26.6	27.6	24.8
Wheeling & Lake Erie	25.1	25.2	24.1	27.2	30.8	31.1	31.6	31.6	33.7	34.6	37.6
All roads	30.3	29.8	30.2	30.9	30.1	30.6	32.3	31.9	32.8	34.0	12.1

[1] Incomplete data.

[2] West Side Belt with 3 miles alone in operation in 1903.

Annual average:	Number.	Increase:	Per cent.
1903–1912	31.4	1912 over 1903	12.1
1903–1907	30.3	1912 over 1910	6.6
1908–1912	32.3	Annual average 1908–1912 over 1903–1907	6.9

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Number of loaded cars per freight train: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 26.]

ANALYSIS.

There was an increase of 8 per cent in the number of leaded cars per train of the eastern railways between 1903 and 1912.

Loaded cars per train increased over 5½ per cent between 1910 and 1912, while the annual average of the second half of the decade (1908–1912) was greater than that of the first half (1903–1907) by more than 2½ per cent.

The proportion of loaded to total freight cars per train slightly decreased during the decade. While the total number of cars per train was 30.3 in 1903, and the number of loaded cars per train, 20.7, or about 68 per cent of the total, the number of loaded cars per train in 1911 represented 22.4 out of a total of 34 cars per train, or about 66 per cent.

Forty-one of the 49 railway systems covered by the table increased their average number of loaded cars per train between 1903 and 1912.

EXPLANATORY NOTE.

The averages for this table were computed by dividing the sum of revenue freight and mixed train-miles into aggregate loaded revenue freight-car miles. Averages for all the roads combined were ascertained by dividing the aggregate revenue freight and mixed train-miles of all roads into the aggregate loaded revenue freight-car miles of all roads.

DIXON EXHIBIT No. 1—Continued.

Number of loaded cars for freight train: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 27; D denotes decrease.]

Road.	Number of loaded cars per train.										Per cent of increase 1912 over 1903.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	16.9	16.0	16.2	18.1	18.0	16.0	19.3	15.2	21.0	20.4	20.8
Baltimore & Ohio	19.5	19.0	18.6	18.5	18.9	17.9	19.1	19.3	19.7	23.7	21.5
Bessemer & Lake Erie	22.9	23.8	25.1	25.3	25.7	22.5	21.9	24.5	22.9	23.1	.9
Boston & Maine	16.3	15.7	15.8	15.8	15.8	15.7	16.7	16.9	16.7	17.5	7.4
Buffalo & Susquehanna R. R. & Ry	8.6	7.4	8.1	8.1	7.9	8.2	9.5	9.5	9.3	9.2	7.7
Buffalo, Rochester & Pittsburgh	16.7	16.1	17.5	18.6	18.3	17.1	19.1	19.8	19.4	19.5	16.6
Central New England	8.1	9.6	10.3	11.5	12.4	12.9	12.7	12.9	13.2	14.9	83.3
Central R. R. of New Jersey	20.0	20.9	20.9	20.3	19.4	19.1	19.0	19.1	19.7	18.9	D 5.5
Chesapeake & Ohio	22.2	20.7	20.9	21.6	21.4	20.9	22.1	22.4	22.5	24.9	12.1
Chicago, Indiana & Southern	20.2	19.6	19.9	19.3	20.3	20.6	22.3	23.1	23.4	25.1	24.1
Chicago, Indianapolis & Louisville	17.6	17.0	18.1	17.5	17.0	15.9	16.8	17.0	16.2	16.6	D 5.7
Chicago, Terre Haute & Southeastern	10.7	11.1	14.0	12.0	12.1	12.1	15.4	16.2	15.7	14.9	39.0
Cincinnati, Hamilton & Dayton	17.8	15.7	16.5	18.7	19.0	18.0	18.0	17.8	17.9	20.6	16.0
Cleveland, Cincinnati, Chicago & St. Louis	21.1	20.7	20.7	22.4	22.6	20.3	20.9	22.1	22.2	21.9	4.0
Coal & Coke	(1)	4.2	5.3	7.7	6.8	11.9	12.7	12.7	11.9	11.1	(1)
Dayton & Union	8.3	8.7	8.2	7.9	7.7	7.9	7.3	7.0	5.1	5.3	D 36.0
Delaware & Hudson	16.5	17.9	18.1	19.2	18.2	16.3	16.5	17.6	18.5	19.1	15.8
Delaware, Lackawanna & Western	20.8	21.5	21.5	22.0	22.3	20.9	22.2	24.1	26.0	26.0	24.6
Detroit, Toledo & Ironton	14.0	12.8	13.5	14.4	14.6	12.8	13.7	10.5	9.9	11.4	D 19.2
Erie	22.0	22.1	22.4	23.2	23.0	21.7	21.9	23.2	24.6	25.2	14.5
Grand Rapids & Indiana	15.7	13.8	13.7	15.4	14.6	14.7	15.3	13.6	14.5	16.3	3.2
Hocking Valley	20.8	19.4	19.5	21.4	21.2	19.2	18.3	19.0	21.0	24.2	16.3
Kanawha & Michigan	18.0	17.0	18.1	19.0	17.8	16.7	16.9	18.1	18.7	20.9	15.9
Lake Erie & Western	16.9	17.5	19.6	18.2	18.1	17.1	17.4	19.2	18.8	18.9	11.8
Lake Shore & Michigan Southern	30.5	29.6	30.3	30.0	29.6	28.5	30.2	28.8	27.8	30.5	D .1
Lehigh & Hudson River	10.0	11.1	12.8	16.4	15.3	17.1	16.6	19.1	19.5	19.2	91.7
Lehigh & New England	(1)	(1)	(1)	(1)	(1)	8.9	9.6	9.6	10.9	11.6	(1)
Lehigh Valley	25.0	24.6	24.7	24.6	24.1	21.9	23.1	23.7	23.7	24.5	D 2.0
Maine Central	16.9	17.5	17.9	18.2	17.2	15.7	16.2	16.7	16.8	16.9	.2
Michigan Central	24.5	25.3	25.3	27.0	27.0	23.7	24.3	26.0	26.1	27.2	11.3
New York Central & Hudson River	23.6	23.4	23.6	24.8	24.4	23.0	24.5	24.8	25.0	25.2	6.8
New York, Chicago & St. Louis	19.6	20.0	20.0	20.5	20.7	19.4	20.0	20.7	19.9	20.4	4.3
New York, New Haven & Hartford	19.6	17.8	18.2	18.2	17.7	17.0	19.1	20.0	19.4	18.8	D 4.1
New York, Ontario & Western	11.0	11.1	11.1	11.0	11.0	12.7	12.5	12.7	12.4	12.5	14.2
Norfolk & Western	20.9	21.1	22.0	22.8	22.1	21.0	22.0	21.7	22.1	23.0	9.9
Pennsylvania Lines East	22.1	20.6	20.2	20.0	21.4	20.5	22.3	23.1	23.5	23.9	8.0

Pennsylvania Co.	18.5	17.8	18.3	19.1	19.1	18.3	18.9	19.4	19.6	20.6	11.4
Pere Marquette	15.3	14.4	14.0	16.4	16.6	15.1	15.9	16.9	18.0	19.0	24.3
Philadelphia & Reading	(1)	(1)	(1)	(1)	(1)	18.0	18.7	19.0	19.3	19.4	(1)
Pittsburgh, Cincinnati, Chicago & St. Louis	19.4	18.5	18.8	19.3	18.8	18.0	18.6	19.1	19.2	21.3	9.7
Pittsburgh & Lake Erie	32.2	33.9	35.9	37.7	36.6	33.7	34.5	35.3	35.8	34.7	8.0
Rutland	14.0	14.9	15.3	16.2	16.1	15.8	16.1	16.6	16.5	17.0	21.5
Toledo & Ohio Central	17.0	16.1	15.8	16.9	16.7	15.7	15.5	15.2	15.6	16.0	D 6.3
Toledo, St. Louis & Western	18.4	18.7	19.2	22.6	25.2	24.5	25.0	25.0	23.9	23.1	26.0
Vandalia	16.4	14.7	14.8	15.6	15.6	14.5	15.6	16.3	16.3	18.0	9.2
Wabash Pittsburgh Terminal & West Side Belt	(2)	8.8	7.9	13.4	14.4	13.6	14.3	16.1	15.3	16.1	(2)
Wabash	18.6	18.4	18.4	19.8	19.9	20.0	20.1	19.8	19.5	20.2	8.7
Western Maryland	13.0	13.2	13.6	14.1	13.8	14.2	14.0	15.2	15.4	15.9	22.9
Wheeling & Lake Erie	18.4	17.2	16.9	19.5	20.2	19.2	20.2	20.2	21.4	22.2	20.8
All roads	20.7	20.1	20.2	20.7	20.8	19.7	20.7	21.2	21.4	22.4	8.2

[1] Incomplete data.

[2] West Side Belt with 3 miles of line alone in operation in 1903.

Annual average:	Number.	Increase:	Per cent.
1903–1912	20.8	1912 over 1903	8.2
1903–1907	20.5	1912 over 1910	5.7
1908–1912	21.1	Annual average 1908–1912 over 1903–1907	2.6

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Average receipts per ton-mile: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 28.]

ANALYSIS.

Average receipts per ton-mile of the eastern railways decreased from 0.653 cent in 1903 to 0.617 cent in 1912, or 5.5 per cent; from 0.619 cent in 1910 to 0.617 cent in 1912, a slight decrease; from an annual average of 0.647 cent for the first half of the decade (1903–1907) to an average of 0.622 cent for the second half (1908–1912), or a decrease of 3.9 per cent.

About three-fourths of the 49 railway systems show decreases in average receipts per ton-mile between 1903 and 1912, the ratio of decrease being relatively high in some instances. Comparing 1912 with 1910, nearly half the railroads show decreases.

DIXON EXHIBIT No. 1—Continued.

Average receipts per ton-mile: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 29; D denotes decrease.]

Road.	Average receipts per ton mile (cents)—										Per cent of increase 1912 over 1903.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	0.692	0.721	0.676	0.563	0.533	0.470	0.451	0.473	0.566	0.526	D 24.0
Baltimore & Ohio	.563	.586	.569	.561	.573	.571	.581	.577	.578	.580	3.0
Bessemer & Lake Erie	.428	.445	.433	.430	.439	.443	.436	.453	.452	.446	4.2
Boston & Maine	1.136	1.181	1.155	1.165	1.088	1.054	1.081	1.081	1.088	1.080	D 4.9
Buffalo & Susquehanna R. R. & Ry	1.896	1.764	1.348	1.155	.857	.675	.582	.625	.616	.554	D 70.8
Buffalo, Rochester & Pittsburgh	.532	.542	.511	.510	.499	.491	.484	.482	.487	.480	D 9.8
Central New England	1.406	1.259	1.087	1.168	1.251	1.273	1.148	1.216	1.174	1.239	D 11.9
Central Railroad of New Jersey	.860	.853	.837	.848	.852	.844	.839	.845	.849	.861	0.1
Chesapeake & Ohio	.480	.474	.433	.423	.438	.440	.416	.412	.421	.407	D 15.2
Chicago, Indiana & Southern	.643	.650	.629	.615	.504	.454	.415	.459	.444	.444	D 31.0
Chicago, Indianapolis & Louisville	.778	.826	.790	.796	.810	.822	.825	.773	.836	.826	6.2
Chicago, Terre Haute & Southeastern	1.206	1.088	1.059	.935	1.151	.747	.615	.515	.581	.631	D 47.7
Cincinnati, Hamilton & Dayton	.675	.713	.677	.636	.630	.624	.569	.529	.528	.535	D 20.7
Cleveland, Cincinnati, Chicago & St. Louis	.659	.680	.626	.613	.603	.570	.562	.544	.554	.546	D 17.1
Coal & Coke	2.534	2.405	1.937	1.583	1.024	1.152	.949	.766	.776	.733	D 71.1
Dayton & Union	2.198	1.976	1.830	1.784	1.659	1.432	.967	1.244	2.291	2.014	D 8.4
Delaware & Hudson	.686	.689	.653	.628	.643	.700	.694	.662	.693	.673	D 1.9
Delaware, Lackawanna & Western	.828	.761	.753	.745	.743	.734	.748	.732	.719	.711	D 14.1
Detroit, Toledo & Ironton	.565	.531	.506	.452	.430	.413	.392	.356	.369	.393	D 30.4
Erie	.631	.644	.642	.615	.631	.615	.604	.615	.604	.602	D 4.6
Grand Rapids & Indiana	.866	.851	.777	.725	.683	.694	.691	.664	.666	.706	D 18.5
Hocking Valley	.451	.496	.474	.505	.496	.514	.485	.458	.441	.433	D 4.0
Kanawha & Michigan	.477	.486	.480	.483	.483	.483	.504	.519	.400	.404	D 15.3
Lake Erie & Western	.729	.724	.670	.680	.680	.706	.711	.658	.652	.638	D 12.5
Lake Shore & Michigan Southern	.524	.529	.528	.520	.531	.526	.524	.518	.531	.536	2.3
Lehigh & Hudson River	.979	.797	.889	.793	.712	.700	.592	.563	.543	.519	D 47.0
Lehigh & New England	(1)	(1)	(1)	(1)	1.892	1.812	1.558	1.332	1.207	1.189	(1)
Lehigh Valley	.601	.645	.642	.626	.631	.630	.639	.646	.652	.646	7.5
Maine Central	1.226	1.175	1.154	1.117	1.095	1.096	1.031	1.020	1.078	1.088	D 11.3
Michigan Central	.660	.659	.658	.637	.648	.619	.624	.638	.628	.670	1.5
New York Central & Hudson River	.636	.666	.640	.627	.643	.614	.623	.629	.631	.637	0.2
New York, Chicago & St. Louis	.504	.523	.525	.518	.520	.506	.515	.505	.507	.509	1.0
New York, New Haven & Hartford	1.414	1.423	1.408	1.407	1.436	1.414	1.420	1.417	1.390	1.371	D 3.0
New York, Ontario & Western	.855	.849	.808	.845	.874	.845	.787	.794	.754	.758	D 11.3
Norfolk & Western	.486	.493	.474	.481	.495	.482	.460	.447	.442	.424	D 12.8
Pennsylvania Lines—East	.637	.645	.644	.625	.628	.607	.609	.618	.619	.617	D 3.1

Pennsylvania Co.	.631	.626	.610	.612	.610	.609	.612	.598	.596	.590	D 6.5
Pere Marquette	.717	.740	.722	.610	.603	.712	.595	.609	.579	.643	D 10.3
Philadelphia & Reading	.826	.862	.832	.815	.818	.799	.841	.763	.802	.785	D 5.0
Pittsburgh, Cincinnati, Chicago & St. Louis	.656	.674	.655	.637	.638	.633	.667	.625	.620	.592	D 9.8
Pittsburgh & Lake Erie	.683	.706	.672	.695	.699	.734	.703	.753	.751	.780	14.2
Rutland	.874	.904	.836	.857	.817	.766	.745	.719	.749	.782	D 10.5
Toledo & Ohio Central	.451	.489	.488	.465	.453	.497	.479	.460	.460	.458	1.6
Toledo, St. Louis & Western	.514	.570	.542	.515	.514	.502	.514	.499	.527	.540	5.1
Vandalia	.740	.793	.773	.702	.695	.679	.680	.655	.621	.648	D 12.4
Wabash Pittsburgh Terminal & West Side Belt	(2)	2.384	1.407	.865	.921	1.222	.884	1.135	1.045	1.089	(2)
Wabash	.606	.646	.583	.553	.556	.573	.582	.586	.603	.610	0.7
Western Maryland	.729	.834	.785	.746	.685	.663	.624	.615	.628	.601	D 17.6
Wheeling & Lake Erie	.527	.549	.504	.479	.481	.478	.540	.539	.543	.547	3.8
All roads	.653	.668	.649	.633	.637	.629	.627	.619	.621	.617	D 5.5

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[1] Incomplete data.

[2] West Side Balt with 3 miles of lime alone in operation in 1903.

Annual average:	Cents.	Increase:	Per cent.
1903–1912	0.633	1912 over 1903	D 5.5
1903–1907	.647	1912 over 1910	D 0.3
1908–1912	.622	Annual average 1908–1912 over 1903–1907	D 3.9

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Average receipts per passenger-mile: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 30.]

ANALYSIS.

Average receipts per passenger-mile of the eastern railways decreased from 1.847 cents in 1903 to 1.806 cents in 1912, or 2.2 per cent; increased from 1.755 cents in 1910 to 1.806 cents in 1912, or 2.9 per cent, and decreased from an annual average of 1,824 cents for the first half of the decade (1903–1907) to an annual average of 1.771 cents for the second half (1908–1912), or 2.9 per cent.

These decreases in average receipts per passenger-mile occurred on about three-fourths of the railway systems between 1903 and 1912. Between 1910 and 1912 there were decreases on about one-third of the railways.

DIXON EXHIBIT No. 1—Continued.

Average receipts per passenger-mile: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 31; D denotes decrease, deficit, or debit.]

Road.	Average receipts per passenger-mile (cents).										Per cent of increase 1912 over 1903
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	2.378	2.181	2.122	2.221	2.029	1.941	1.778	1.741	1.704	1.725	D 27.5
Baltimore & Ohio	2.006	2.004	1.966	2.009	1.953	1.889	1.880	1.897	1.911	1.926	D 4.0
Bessemer & Lake Erie	1.776	1.813	1.880	1.808	1.842	1.653	1.663	1.558	1.442	1.542	D 13.2
Boston & Maine	1.788	1.823	1.798	1.811	1.797	1.728	1.713	1.710	1.814	1.796	D .4
Buffalo & Susquehanna R. R. & Ry	2.940	2.812	2.771	2.759	2.627	2.205	2.172	2.293	2.287	2.236	D 23.9
Buffalo, Rochester & Pittsburgh	2.118	2.074	2.078	2.057	1.952	1.876	2.000	2.085	2.060	2.071	D 2.2
Central New England	2.489	2.414	2.463	2.198	2.366	2.380	2.326	2.321	2.364	2.356	D 5.3
Central Railroad of New Jersey	1.587	1.507	1.493	1.476	1.478	1.414	1.405	1.406	1.453	1.469	D 7.4
Chesapeake & Ohio	2.039	2.064	2.013	2.120	2.137	1.782	2.029	2.157	2.177	2.181	7.0
Chicago, Indiana & Southern	1.940	1.723	1.948	2.293	2.047	1.814	1.664	1.692	1.762	1.820	D 6.2
Chicago, Indianapolis & Louisville	2.025	2.097	2.063	2.074	2.027	1.850	1.798	1.810	1.824	1.863	D 8.0
Chicago, Terre Haute & Southeastern	2.411	2.333	2.468	2.566	2.313	1.957	1.897	1.931	1.918	1.977	D 18.0
Cincinnati, Hamilton & Dayton	1.773	1.780	1.737	1.696	1.660	1.597	1.525	1.506	1.533	1.598	D 9.9
Cleveland, Cincinnati, Chicago & St. Louis	1.965	1.960	1.862	1.924	1.892	1.828	1.837	1.792	1.814	1.855	D 5.6
Coal & Coke	2.580	2.900	2.865	2.959	2.758	1.972	2.004	2.749	2.696	2.811	9.0
Dayton & Union	1.837	1.613	1.746	1.908	1.815	1.845	1.834	1.725	1.847	1.866	1.6
Delaware & Hudson	2.354	2.200	2.159	2.131	2.119	2.139	2.129	2.084	2.058	2.047	D 13.0
Delaware, Lackawanna & Western	1.477	1.457	1.461	1.468	1.466	1.429	1.405	1.418	1.540	1.536	4.0
Detroit, Toledo & Ironton	1.614	1.689	1.785	1.632	1.431	1.637	1.686	1.747	1.788	1.732	7.3
Erie	1.472	1.420	1.431	1.448	1.424	1.416	1.413	1.429	1.490	1.498	1.8
Grand Rapids & Indiana	2.129	2.131	2.042	2.062	2.049	1.947	1.859	1.869	1.874	1.878	D 11.8
Hocking Valley	2.067	2.109	1.945	1.762	1.750	1.630	1.636	1.762	1.651	1.680	D 18.7
Kanawha & Michigan	2.114	2.056	2.072	2.006	1.920	1.673	1.878	1.861	1.853	1.862	D 11.9
Lake Erie & Western	1.803	1.843	2.181	2.110	1.820	1.657	1.560	1.586	1.588	1.699	D 5.8
Lake Shore & Michigan Southern	2.073	2.074	2.061	2.021	2.007	1.870	1.845	1.832	1.875	1.896	D 8.5
Lehigh & Hudson River	2.227	2.255	2.273	2.284	2.296	2.266	2.335	2.394	2.360	2.385	7.1
Lehigh & New England	(1)	(1)	(1)	(1)	1.848	1.663	1.880	2.173	2.222	1.993	(1)
Lehigh Valley	1.877	1.732	1.738	1.747	1.742	1.684	1.749	1.749	1.771	1.775	D 5.4
Maine Central	2.113	2.094	2.081	2.068	2.084	2.100	2.071	2.089	2.081	2.066	D 2.2
Michigan Central	2.117	2.146	2.083	2.108	2.152	2.005	1.942	1.969	1.994	1.989	D 6.0
New York Central & Hudson River	1.774	1.762	1.712	1.748	1.741	1.727	1.744	1.741	1.764	1.773	D .1
New York, Chicago & St. Louis	1.634	1.620	1.563	1.543	1.577	1.634	1.616	1.630	1.632	1.648	.9
New York, New Haven & Hartford	1.729	1.725	1.705	1.683	1.623	1.643	1.630	1.651	1.708	1.720	D .5
New York, Ontario & Western	1.854	1.860	1.889	1.888	1.898	1.799	1.869	1.865	1.886	1.896	2.3
Norfolk & Western	2.279	2.280	2.210	2.290	2.365	1.902	2.130	2.170	2.162	2.142	D 6.0
Pennsylvania Lines—East	1.899	1.905	1.890	1.931	1.879	1.881	1.828	1.800	1.810	1.798	D 5.6

Pennsylvania Co.	2.067	2.051	1.978	1.990	1.926	1.847	1.828	1.834	1.841	1.873	D 9.4
Pere Marquette	2.090	2.123	2.097	2.023	2.018	1.861	1.775	1.771	1.774	1.800	D 13.9
Philadelphia & Reading	1.518	1.505	1.518	1.529	1.521	1.604	1.603	1.647	1.626	1.645	8.4
Pittsburgh, Cincinnati, Chicago & St. Louis	2.067	2.054	1.927	1.998	1.939	1.890	1.862	1.832	1.852	1.848	D 10.6
Pittsburgh & Lake Erie	1.885	1.880	1.839	1.832	1.782	1.764	1.734	1.718	1.715	1.730	D 8.2
Rutland	2.244	2.234	2.163	2.192	2.187	2.195	2.219	2.235	2.273	2.220	D 1.1
Toledo & Ohio Central	1.660	1.771	1.714	1.643	1.600	1.674	1.611	1.640	1.603	1.676	1.0
Toledo, St. Louis & Western	1.933	1.946	1.566	1.763	1.793	1.598	1.652	1.677	1.785	1.835	D 5.1
Vandalia	2.095	2.044	1.837	2.142	2.141	2.033	2.033	2.036	2.050	2.102	.3
Wabash Pittsburgh Terminal and West Side Belt	(2)	1.667	2.197	1.860	1.931	2.104	1.822	1.833	1.844	1.804	(2)
Wabash	1.859	1.908	1.668	1.874	1.866	1.775	1.797	1.889	1.926	1.945	4.6
Western Maryland	1.899	1.961	1.907	1.918	1.891	1.919	1.792	1.700	1.763	1.771	D 6.7
Wheeling & Lake Erie	2.218	2.266	1.886	1.781	1.663	1.601	1.635	1.502	1.550	1.509	D 32.0
All roads	1.847	1.842	1.802	1.830	1.804	1.753	1.751	1.755	1.787	1.806	D 2.2

[1] Incomplete data.

[2] West Side Belt with 3 miles of line alone in operation in 1903.

Annual average:	Cents.	Increase:	Per cent.
1903–1912	1.795	1912 over 1903	D 2.2
1903–1907	1.824	1912 over 1910	2.9
1908–1912	1.771	Annual average 1908–1912 over 1903–1907	D 2.9

Authorities.—Returns of the railways to the Interstate Commerce Commission.

Aggregate compensation to employees: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 32.]

[ANALYSIS.]

Aggregate compensation to employees (excluding general officers) of the eastern railways increased from $364,000,000 in 1903 to $567,000,000 in 1912, or 56 per cent. The amount of increase between 1910 and 1912 was $57,000,000, and the rate of increase, 11 per cent, while the annual average for the second half of the decade (1908–1912) was greater than the annual average for the first half (1903–1907) by $95,000,000, or 23 per cent.

With a single exception every railway covered by the table expended a greater amount in compensation to employees in 1912 than in 1903. Forty-five of the 49 railways expended more in 1912 than in 1910.

Aggregate compensation to employees: Railways in the eastern district, fiscal years 1903 to 1912.

[Page 33; D denotes decrease, deficit, or debit.]

Road.	Aggregate compensation to employees—										Per cent of increase 1912 over 1903.
	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	
Ann Arbor	$730,639	$808,973	$829,959	$772,538	$807,994	$762,798	$803,466	$823,657	$854,153	$978,181	33.9
Baltimore & Ohio	32,214,117	32,936,139	32,825,131	34,853,335	38,845,271	37,552,324	32,534,697	38,729,594	41,724,978	43,026,700	33.6
Bessemer & Lake Erie	1,415,678	1,272,275	1,644,603	1,875,913	2,252,828	1,904,017	1,931,536	2,312,661	2,640,887	2,630,978	85.8
Boston & Maine	14,714,507	15,493,044	15,812,136	17,006,607	18,794,072	18,729,434	18,478,896	20,251,075	22,939,806	22,589,314	53.5
Buffalo & Susquehanna R. R. & Ry	272,613	309,829	398,146	524,054	718,910	980,569	1,063,234	1,121,221	1,042,261	1,034,439	279.5
Buffalo, Rochester & Pittsburgh	2,917,355	3,281,174	3,443,251	3,274,597	3,396,557	3,302,414	2,972,798	3,729,827	3,857,927	4,010,211	37.5
Central New England	434,429	544,890	631,316	783,013	983,910	986,124	983,937	1,045,313	1,125,354	1,146,075	163.8
Central Railroad of New Jersey	6,580,054	6,925,164	7,022,315	7,460,937	8,496,060	8,339,317	7,696,102	8,619,623	9,357,298	9,600,736	45.9
Chesapeake & Ohio	6,459,838	7,498,285	8,205,674	9,219,058	10,462,609	10,377,333	10,350,303	11,821,540	12,964,531	13,256,713	105.2
Chicago, Indiana & Southern	659,683	643,654	617,758	1,570,480	2,028,147	1,379,202	1,399,099	1,650,904	1,829,742	1,759,672	166.7
Chicago, Indianapolis & Louisville	1,570,409	1,657,238	1,695,734	1,823,944	1,962,478	1,922,296	1,846,931	2,039,779	2,254,222	2,493,674	58.8
Chicago, Terre Haute & Southeastern	317,493	463,672	505,108	530,012	583,000	638,702	585,376	698,043	887,728	826,972	160.5
Cincinnati, Hamilton & Dayton	3,100,932	3,356,858	3,641,345	3,445,486	4,040,608	3,834,065	3,642,384	4,206,674	4,721,334	4,552,274	46.8
Cleveland, Cincinnati, Chicago & St. Louis	9,338,262	10,082,766	10,451,905	11,650,536	12,889,041	12,669,555	12,503,258	13,925,692	15,526,554	15,209,853	62.9
Coal & Coke	100,730	128,560	168,106	257,339	460,761	434,746	299,829	360,525	367,628	397,024	294.1
Dayton & Union	41,825	43,753	43,723	46,056	45,484	46,328	54,009	52,693	41,870	40,949	D 2.1
Delaware & Hudson	4,166,054	4,625,336	5,460,362	6,117,453	6,943,260	7,395,247	6,716,415	6,910,867	7,768,914	8,072,444	93.8
Delaware, Lackawanna & Western	9,514,842	10,648,121	10,846,562	12,009,728	13,161,742	13,560,857	12,727,310	13,491,172	14,628,383	15,377,254	61.6
Detroit, Toledo & Ironton	665,769	766,259	777,362	841,711	1,002,826	826,914	771,305	874,377	998,228	928,728	39.5
Erie	19,668,585	19,731,988	19,601,959	21,355,767	23,384,749	23,397,549	21,762,720	23,610,596	24,499,499	26,166,767	33.0
Grand Rapids & Indiana	1,567,776	1,713,759	1,738,641	1,776,081	1,958,385	1,941,301	1,965,384	2,212,295	2,400,587	2,841,434	49.3
Hocking Valley	1,936,959	1,715,789	1,945,029	2,043,691	2,531,982	2,387,902	2,455,526	2,749,066	2,925,271	2,834,190	46.3
Kanawha & Michigan	536,065	613,342	679,248	721,237	883,325	881,474	878,708	895,615	1,146,360	1,220,544	127.7
Lake Erie & Western	2,108,227	1,840,264	1,865,687	1,913,227	2,330,310	1,917,463	2,129,178	2,347,445	2,552,050	2,484,370	17.8
Lake Shore & Michigan Southern	13,009,487	13,686,548	14,394,380	15,660,928	18,558,492	17,039,123	16,842,079	21,222,413	23,221,475	21,302,831	63.7
Lehigh & Hudson River	137,087	172,990	175,823	206,868	319,916	375,074	442,096	453,996	445,443	490,416	257.7
Lehigh & New England	93,519	79,577	123,112	190,162	217,126	240,381	283,271	276,848	290,654	303,755	224.8
Lehigh Valley	10,661,664	11,119,718	11,083,959	12,013,753	14,282,297	12,891,828	12,113,151	13,703,030	14,818,271	15,276,144	43.3
Maine Central	2,551,844	2,703,085	2,880,396	3,113,078	3,677,817	3,895,417	3,768,555	4,140,603	4,926,325	4,096,193	60.5
Michigan Central	8,028,001	8,572,372	8,595,714	9,383,938	10,681,138	10,631,847	10,298,479	12,323,753	13,708,420	13,093,414	63.1
New York Central & Hudson River	32,822,863	33,797,541	34,539,549	37,768,884	45,387,105	44,003,395	39,960,409	45,765,280	49,986,818	51,728,186	57.6
New York, Chicago & St. Louis	3,005,317	3,348,752	3,317,935	3,520,612	4,027,083	4,160,841	3,802,608	4,540,099	5,241,334	5,248,497	74.6
New York, New Haven & Hartford	19,435,018	20,652,253	21,246,599	21,476,793	23,754,808	23,552,467	21,822,992	23,325,951	24,957,146	25,410,192	30.7
New York, Ontario & Western	2,193,026	2,630,941	2,716,192	2,808,811	2,952,101	3,122,355	3,386,170	3,521,800	4,120,437	3,890,228	77.4
Norfolk & Western	8,646,489	9,271,905	10,423,475	11,857,396	13,657,212	12,652,362	10,914,861	13,994,275	14,935,967	16,347,628	89.1
Pennsylvania Lines—East	72,987,008	77,279,961	77,204,357	88,679,541	98,799,943	95,585,950	88,115,981	101,437,974	109,263,220	114,478,462	56.8
Pennsylvania Co	16,486,695	17,223,680	18,346,154	19,844,540	22,814,825	21,209,019	19,490,098	25,271,764	25,876,941	27,502,726	66.8

Pere Marquette	4,112,785	4,527,902	5,148,156	4,534,809	5,069,368	5,511,347	5,323,499	5,882,265	7,613,890	8,379,072	103.7
Philadelphia & Reading	13,591,332	14,440,311	14,813,973	16,178,071	18,265,261	17,601,898	17,475,227	18,940,127	20,814,460	21,327,138	56.9
Pittsburgh, Cincinnati, Chicago & St. Louis	12,326,672	12,668,744	12,791,827	14,475,074	16,457,648	15,248,131	14,288,391	18,267,609	18,541,826	19,292,618	56.5
Pittsburgh & Lake Erie	4,638,824	4,099,685	3,814,957	4,490,369	5,108,371	4,571,452	4,183,039	5,827,072	6,176,853	6,191,847	33.5
Rutland	1,030,907	892,477	898,632	971,230	1,053,588	1,080,831	1,047,702	1,164,286	1,370,820	1,423,511	38.1
Toledo & Ohio Central	1,594,176	1,726,475	1,788,112	1,791,931	2,063,029	1,956,354	1,985,217	2,034,697	2,464,899	2,546,833	59.8
Toledo, St. Louis & Western	1,265,513	1,316,045	1,522,004	1,601,061	1,630,420	1,555,286	1,314,643	1,449,527	1,522,624	1,553,089	22.7
Vandalia	2,718,552	2,616,770	3,090,278	3,449,118	4,175,954	4,211,566	4,013,959	4,582,774	4,996,789	4,946,915	82.0
Wabash Pittsburgh Terminal and West Side Belt	(1)	124,617	735,020	564,873	459,537	386,704	544,298	607,949	571,797	533,511	(1)
Wabash	7,841,833	9,210,022	9,642,012	8,939,284	10,252,918	10,165,512	9,755,548	10,980,466	11,594,447	12,142,317	54.8
Western Maryland	1,413,859	1,360,249	1,450,252	1,824,336	2,317,547	2,218,970	2,272,229	2,606,016	2,829,306	3,106,567	119.7
Wheeling & Lake Erie	2,193,587	2,254,950	2,546,197	3,182,572	3,510,835	2,945,303	3,123,405	3,198,951	3,555,652	3,465,259	58.0
All roads	363,818,899	382,878,702	394,140,125	430,400,882	488,458,643	473,071,344	443,120,308	509,999,859	552,901,672	567,056,845	55.9

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[1] West Side Belt with 3 miles of line alone in operation in 1903.

Annual average:	
1903–1912	$459,584,718
1903–1907	411,939,450
1908–1912	507,229,987

Increase:	Per cent.
1912 over 1903	55.9
1912 over 1910	11.2
Annual average 1908–1912 over 1903–1907	23.1

Authorities: Returns of the railways to the Interstate Commerce Commission.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WASHINGTON, D. C., DECEMBER 10, 1913.

THIRD DAY.

The commission met at 10 o'clock a. m. at the New Willard Hotel.
Present: Commissioner Harlan.

APPEARANCES.

Louis D. Brandeis, Charles W. Needham, James W. Carmalt, representing the Interstate Commerce Commission.

Austin, Chas. J., traffic manager, New York City, appearing for the New York Produce Exchange.

Barlow, H. C., 10 South La Salle Street, Chicago, Ill., appearing for the Chicago Association of Commerce.

Beattie, John J., general counsel, Warwick, N. Y., appearing for the Lehigh & Hudson River Railway Co.

Boltz, F. W., 1019–1023 Rose Building, Cleveland, Ohio, appearing for the National Petroleum Association and the Independent Petroleum Marketers' Association of the United States.

Bond, Hugh L., Baltimore, Md., appearing for the Baltimore & Ohio Railroad Co.

Brownell, George F., New York, N. Y., appearing for the Erie Railroad Co.

Butterfield, O. E., Chicago, Ill., appearing for the New York Central lines.

Cassoday, Butler, Lamb & Foster, by Rush C. Butler, William E. Lamb, and C. R. Hillyer, appearing for freight traffic committee of the Chicago Association of Commerce.

Chamberlin, C. D., 1019–1023 Rose Building, Cleveland, Ohio, appearing for the National Petroleum Association and the Independent Petroleum Marketers' Association of the United States.

Cowles, James L., 125 East Twenty-third Street, New York City, appearing for the general public.

Coyle, P. W., 510 Locust Street, St. Louis, Mo., appearing for Business Men's League of St. Louis, Mo.

Dalrymple, J. L., Montreal, Quebec, appearing for the Grand Trunk Railway Co.

Dixon, George D., freight traffic manager, Philadelphia, Pa., appearing for the Pennsylvania Railroad Co.

Delano, Frederic A., president, Chicago, Ill., appearing for the Wabash Railroad Co.

Earl, A. J., Cleveland, Ohio, appearing for Kelly Island Lime & Transport Co.

Freer, G. M., Cincinnati, Ohio, appearing for Cincinnati Chamber of Commerce.

Glasgow, Wm. A., jr., Philadelphia, Pa., appearing for cement manufacturers in the Lehigh Valley region; the Lackawanna Steel Co., of Buffalo, N. Y.; the Alan Wood, Iron & Steel Co., and other iron and steel companies in Pennsylvania.

Hall, G. Roy, Duluth, Minn., appearing for Duluth Commercial Club.

Henderson, J. H., commerce counsel of Iowa, statehouse, Des Moines, Iowa, appearing for the State of Iowa.

Hopkins, W. M., Board of Trade, Chicago, Ill., appearing for Chicago Board of Trade.

Hurd, D. F., traffic commissioner, Cleveland, Ohio, appearing for Cleveland Chamber of Commerce.

James, Francis B., Westory Building, Washington, D. C., appearing for Minneapolis Civic and Commerce Association.

Johnston, Charles M., Pittsburgh, Pa., appearing for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

Keavys, J., commissioner, Indianapolis, Ind., appearing for the Indianapolis Chamber of Commerce.

Kelly, N. B., 211 Bourse Building, Philadelphia, Pa., appearing for the Philadelphia Chamber of Commerce.

Lincoln, J. C., manager traffic bureau, 233 Broadway, New York, N. Y., appearing for the Merchants' Association of New York.

Littleford, James, Ballard & Frost, Francis B. James, and E. E. Williamson, Westory Building, Washington, D. C., appearing for the following, to wit:

I. The Eastern Paving Brick Manufacturers' Association.

II. The National Paving Brick Manufacturers' Association.

III. The Northwestern millers, including in particular the following, having daily outputs as stated, to wit: Russell-Miller Milling Co., Minneapolis, Minn., 7,500; Geo. C. Christian & Co., Minneapolis, Minn., 2,400; Barber Milling Co., Minneapolis, Minn., 1,200; National Milling Co., Minneapolis, Minn., 600; W. J. Jennison & Co., Minneapolis, Minn., 700; Sheffield-King Milling Co., Minneapolis, Minn., 2,500; Alex. S. Campbell, Austin, Minn., 200; L. G. Campbell Milling Co., Owatonna, Minn., 700; New Prague Milling Co., New Prague, Minn., 5,000; Crookston Milling Co., Crookston, Minn., 250; Elysian Milling Co., Elysian, Minn., 500; Crescent Milling Co., Fairfax, Minn., 450; Fergus Flour Mills, Fergus Falls, Minn., 500; Jennison Bros., Janesville, Minn., 800; Tennant & Hoyt Co., Lake City, Minn., 800; Everett-Aughenbaugh & Co., Waseca, Minn., 2,400; Northwestern Milling Co., Little Falls, Minn., 600; C. S. Christenson Co., Madelia, Minn., 700; Commander Milling Co., Minneapolis, Minn., 550; Marshall Milling Co., Marshall, Minn., 1,000; Melrose Milling Co., Melrose, Minn., 300; Eagle Roller Mill Co., New Ulm, Minn., 5,000; Red Wing Milling Co., Red Wing, Minn., 1,200; The La Grange Mills, Red Wing, Minn., 1,500; The Geo. Tileston Milling Co., St. Cloud, Minn., 1,000; Wabasha Roller Mill Co., Wabasha, Minn., 750; Bay State Milling Co., Winona, Minn., 3,500; Cavalier Milling Co., Cavalier, N. Dak., 250; Grafton Roller Mill Co., Grafton, N. Dak., 1,000; Park River Milling Co., Park River, N. Dak., 300; W. H. Stokes Milling Co., Watertown, S. Dak., 1,200; Bernhard Stern & Sons, Milwaukee, Wis., 1,400; total capacity, 46,750 barrels.

IV. The National Shoe Wholesalers' Association of the United States, including: (1) Western Association of Shoe Wholesalers, (2) Southern Shoe Wholesalers' Association, (3) Middle States Shoe Wholesalers' Association, (4) New England Shoe Wholesalers' Association.

Lyon, Frank, 808 Colorado Building, Washington, D. C., appearing for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

McCain, C. C., 143 Liberty Street, New York City, appearing for the Trunk Line Association.

Martin, Henderson I., Topeka, Kans., appearing for the Mississippi Valley State Commission.

Merriam, Seward L., Detroit, Mich., appearing for the Pere Marquette Railroad Co.

Minnis, James L., St. Louis, Mo., appearing for the following companies, with mileage of each given: Chesapeake & Ohio Railway of Indiana, 285; Chicago & Alton, 1,026; Chicago & Eastern Illinois, 1,275; Chicago, Indianapolis & Louisville, 617; Chicago, Peoria & St. Louis, 255; Chicago, Terre Haute & Southeastern, 351; Detroit & Toledo Shore Line, 79; Detroit, Toledo & Ironton, 441; Illinois Central, 4,765; Toledo, Peoria & Western, 248; Toledo, St. Louis & Western, 451; Wabash, 2,515; Wabash Pittsburg Terminal, 67; Akron, Canton & Youngstown, 10; Central Indiana, 127; Chicago & Illinois Midland, 25; Chicago & Wabash Valley, 37; Chicago, Milwaukee & Gary, 127; Cincinnati, Bluffton & Chicago, 52; Columbus & Southern, 23; Illinois Southern, 138; Illinois Terminal, 26; Jamestown, Chautauqua & Lake Erie, 39; Lorain & West Virginia, 35; Lorain, Ashland & Southern, 25; Montour, 18; New Jersey, Indiana & Illinois, 12; Ohio Electric (steam), 42; Ohio River & Western, 112; Ohio Southeastern, 104; Oil Belt, 25; Pittsburg, Lisbon & Western, 25; Wabash, Chester & Western, 65; West Side Belt, 22; Youngstown & Ohio River, 37.

Moore, R. Walton, Colorado Building, Washington, D. C., appearing for the Old Dominion Steamship Co. and Merchants & Miners Transportation Co.

Morris, Eugene, chairman Central Freight Association, Chicago, Ill., appearing for the Central Freight Association carriers.

Morton, E. C., Columbus, Ohio, appearing for the Pittsburgh Coal Co. and the New Pittsburgh Coal Co.

Muller, Jean Paul, 423 Woodward Building, Washington, D. C., appearing for Toledo Produce Exchange, Toledo, Ohio.

Patterson, George Stuart, Philadelphia, Pa., appearing for the Pennsylvania Railroad Co.

Perry, S. S., Union Trust Building, Washington, D. C., appearing for the New York, New Haven & Hartford Railroad Co., the Boston & Maine Railroad Co., and the Maine Central Railroad Co.

Porter, Louis H., 140 Nassau Street, New York City, appearing for Alpha Portland Cement Co.

Reath, Theodore W., 1201 Commercial Trust Co., Philadelphia, Pa., appearing for the Norfolk & Western Railway Co.

Ruffin, J. R., Roanoke, Va., appearing for the Norfolk & Western Railway Co.

Stevens, G. W., president, Richmond, Va., appearing for the Chesapeake & Ohio Railway Co.

Thom, Alfred P., Washington, D. C., appearing for the Southern Railway Co.

Trickett, W. P., Minneapolis, Minn., appearing for the Minneapolis Civic & Commerce Association.

Watson, Page A., Morris Building, Philadelphia, Pa., appearing for the Sun Co., Philadelphia, Pa.

Willard, Daniel E., president, Baltimore, Md., appearing for the Baltimore & Ohio Railroad Co.

Williamson, E. E., Westory Building, Washington, D. C., appearing for the Minneapolis Civic & Commerce Association.

Williamson, Frank E., Chamber of Commerce Building, Buffalo, N. Y., appearing for the Buffalo Chamber of Commerce.

ADDITIONAL APPEARANCES.

Hudspeth, Rysdyk & Garrison, Union Trust Co. of New Jersey Building, Jersey City, appearing for the Mountain Ice Co.

Ives, David O. (per J. A. McKibben), 177 Milk Street, Boston, Mass., appearing for Boston Chamber of Commerce.

PROCEEDINGS.

Commissioner HARLAN. Gentlemen, we will resume the hearing of the so-called rate-advance case. Have you anything this morning, Mr. Patterson?

Mr. PATTERSON. Mr. Butterfield desires to file some statements before we go on with the testimony.

Mr. GLASGOW. Before that, your honor, will you permit me to file the complaint of manufacturers of cement in the Lehigh Valley cement region, protesting against the increase of rates; also the complaint of the Alan Wood Iron & Steel Co. and others against the Baltimore & Ohio Railroad Co. and others, protesting against the increased carload rate on coke in the Connellsville coke region of Pennsylvania and the eastern Pennsylvania furnace group; also the protest of the Lackawanna Steel Co., of Buffalo, to the increase of 5 per cent over the $1.85 rate on coke from the Connellsville and Latrobe regions to Buffalo.

The status as to that is that there is now pending a matter before the commission in which that $1.85 rate is involved. The Lackawanna Steel Co. takes the position that the $1.65 rate is the correct rate and protests against $1.85 and against the 5 per cent increase.

I ask permission to file these complaints and protests.

Commissioner HARLAN. They may be received.

Mr. GLASGOW. And I desire to ask your honor that when the time comes we be afforded a brief opportunity to put in such evidence as we might desire to present.

Commissioner HARLAN. That will stand on the record as a motion to be disposed of by the commission.

Mr. JAMES. If your honor please, we desire to enter the appearance of the Eastern Paving Brick Manufacturers' Association and their intervention in Docket No. 5860 and protest in I. & S. Docket No. 333.

The tariffs protested particularly are the following:

CLEARFIELD DISTRICT.

P. R. R., I. C. C.:	P. R. R., I. C. C.—Con.	P. R. R., I. C. C.—Con.
5213.	4637.	5206.
5305.	4743.	5350.
4511.	5080.	5218.
4633.	4738.	4788.
4618.	4077.	5200.
5092.	5238.	5203.
4706.	5189.	And others.

CLEARFIELD DISTRICT—continued.

N. Y. C., I. C. C.–B:
22439.
22369.
21661.
21214.
20780.
22331.
22349.
22111.
21221.
21213.
19711.
19757.
19970.
22007.
21978.
21748.
21749.
19737.
22112.
21495.
2812.
20792.
21471.

N. Y. C., I. C. C.-B—Con.
21555.
20828.
20980.
8042.
8054.
21183.
21316.
20602.
20600.
20337.
20635.
20289.
20444.
22424.
8053.
17387.
20759.
20159.
21851.
21603.
21620.
21086.
21629.

N. Y. C., I. C. C.-B—Con.
21493.
21733.
21610.
21604.
21607.
21621.
21486.
21786.
20916.
22388.
21354.
20598.
21618.
20991.
19624.
20974.
8044.
7977.
20973.
8043.
And others.

UNIONTOWN DISTRICT.

P. R. R., I. C. C.:
303.
232.
3719.
3205.
4438.
3099.
3289.
3676.
4112.
3574.

P. R. R., I. C. C.—Con.
3928.
4138.
4066.
3250.
985.
4134.
3982.
4363.
And others.

B. & O., I. C. C.:
12273.
11182.
12093.
And others.
P. & L. E., I. C. C.:
1531.
And others.

We also desire to enter the appearance of the National Paving Brick Manufacturers' Association and their intervention in Docket No. 5860 and protest in I. & S. Docket No. 333. The tariffs protested particularly will be furnished hereafter.

Commissioner HARLAN. Very well.

Mr. JAMES. We desire to enter the appearance of the Northwestern Millers, including, among others, the millers named below, with their respective daily output, and their intervention in Docket No. 5860 and protest in I. & S. Docket 333.

Their formal communication to this commission is as follows:

MINNEAPOLIS, MINN., *December 5, 1913.*

To the honorable the INTERSTATE COMMERCE COMMISSION,
Washington, D. C.

GENTLEMEN: We, the undersigned millers, doing business in Minnesota, North Dakota, and South Dakota, and representing a daily capacity of upward of 50,000 barrels of flour per day, wish to enter formal protest against the proposed 5 per cent increase in freight rates.

Our reason for this protest is that the entire burden would be placed upon the interior miller or the miller, let us say, at the source of supply, and thus place a further handicap upon his doing business in the markets at and east of Buffalo.

Wheat (which comprises both the flour and the offal) is now being transported via the Lakes from Duluth, as well as from the Canadian head of Lake

Superior, at a rate equal to 15 cents per barrel less than flour and by the same package steamers that transport our flour and by-products. The advance contemplated is equal to a differential of at least 3 cents per barrel more than it would cost the Buffalo miller to get into the same markets; and as the transportation companies testified in the Jennison case that they could at a profit carry wheat at 2½ cents per hundredweight, they are not, in our opinion, entitled to the amount they are now charging on flour between Duluth and Buffalo (about 8 cents per hundredweight), and certainly should not be permitted to widen this disadvantage at which they have placed the western miller.

With the change in the tariff, which will doubtless bring water-borne wheat at low freight rates from both Canada and Argentina to the eastern miller, we feel that any additional burdens placed upon us will mean the driving us out of the eastern markets and the confiscation of our property.

	Barrels.
Russell-Miller Milling Co., Minneapolis, Minn	7,500
Geo. C. Christian & Co., Minneapolis, Minn	2,400
Barber Milling Co., Minneapolis, Minn	1,200
National Milling Co., Minneapolis, Minn	600
W. J. Jennison & Co., Minneapolis, Minn	700
Sheffield-King Milling Co., Minneapolis, Minn	2,500
Alex. S. Campbell, Austin, Minn	200
L. G. Campbell Milling Co., Owatonna, Minn	700
New Prague Milling Co., New Prague, Minn	5,000
Crookston Milling Co., Crookston, Minn	250
Elysian Milling Co., Elysian, Minn	500
Crescent Milling Co., Fairfax, Minn	450
Fergus Flour Mills, Fergus Falls, Minn	500
Jennison Bros., Janesville, Minn	800
Tennant & Hoyt Co., Lake City, Minn	800
Everett-Aughenbaugh & Co., Waseca, Minn	2,400
Northwestern Milling Co., Little Falls, Minn	600
C. S. Christenson Co., Madelia, Minn	700
Commander Milling Co., Minneapolis, Minn	550
Marshall Milling Co., Marshall, Minn	1,000
Melrose Milling Co., Melrose, Minn	300
Eagle Roller Mill Co., New Ulm, Minn	5,000
Red Wing Milling Co., Red Wing, Minn	1,200
The La Grange Mills, Red Wing, Minn	1,500
The Geo. Tileston Milling Co., St. Cloud, Minn	1,000
Wabasha Roller Mill Co., Wabasha, Minn	750
Bay State Milling Co., Winona, Minn	3,500
Cavalier Milling Co., Cavalier, N. Dak	250
Grafton Roller Mill Co., Grafton, N. Dak	1,000
Park River Milling Co., Park River, N. Dak	300
W. H. Stokes Milling Co., Watertown, S. Dak	1,200
Bernhard Stern & Sons, Milwaukee, Wis	1,400
	46,750

Commissioner HARLAN. These interventions will be received as of record.

Mr. JAMES. We also desire to enter the appearance of the National Shoe Wholesalers' Association of the United States, composed of Western Association of Shoe Wholesalers, Southern Shoe Wholesalers' Association, Middle States Shoe Wholesalers' Association, and New England Shoe Wholesalers' Association and their intervention in Docket No. 5860 and protest in I. & S. Docket No. 333.

Their formal communication to this commission is as follows:

NOVEMBER 28, 1913.

To the INTERSTATE COMMERCE COMMISSION.

GENTLEMEN: Inasmuch as the carriers in official classification territory, when filing their schedules with your honorable body asking for an advance of about 5 per cent in freight rates in the territory named, made some exemptions, among which are grain, coal, etc., the shoe shippers of the country, whom we represent, desire to present the following reasons why boots and shoes, whether made of leather, leather and cloth combined, or of rubber, be also exempt from the provisions of the proposed advance:

First. Boots and shoes are so compactly packed as to be easily handled, and are comparatively free from damage by the elements.

Second. The cases and cartons constitute 30 per cent of the total weight of a shipment of shoes. The percentage of the weight of the container in any other line of wearing apparel is not so great, consequently shoe shipments contain more weight proportionately that is of no value than do shipments of other lines of wearing apparel.

Third. The weight per cubic foot permits the loading of 30,000 pounds in an ordinary 36-foot car, with a liberal allowance for loss of space.

Fourth. When packed for shipment shoes average 14.3 pounds per cubic foot; the average value of which is $7.65. This specific gravity and value entitle shoes to a lower rate than is now charged, instead of an advance.

Fifth. When it is considered that shoes are so securely packed in pasteboard cartons and inclosed in containers of uniform size, consequently easily handled, can be compactly loaded, and are not easily damaged, it does not seem fair and equitable that the present rate thereon, already high, should be advanced.

Sixth. The per cent of salvage on shoes in case of damage is equal to, if not greater than, on any other line of wearing apparel.

Seventh. The shoe business is constant and continuous, not confined to any particular season of the year—shipments being made daily the year around, thereby furnishing the carriers with a uniform volume of business.

Eighth. To advance the rate on shoes 5 per cent would be just adding that much more to the freight on a commodity that is already overburdened.

Ninth. Shoes are a staple necessity, in fact, they are one of the prime necessaries of life, consequently the addition of 5 per cent to their cost would be but an added burden on the consumer.

Respectfully submitted.

TRANSPORTATION COMMITTEE
NATIONAL SHOE WHOLESALERS' ASSOCIATION,
By E. F. CARPENTER, *Chairman.*

I would like to make a motion similar to that made by Mr. Glasgow as to opportunity in which to offer evidence.

Commissioner HARLAN. Very well; it will stand on the record for disposition by the commission. Is that all?

Mr. JAMES. That is all.

Commissioner HARLAN. Are there any further appearances or interventions?

(No response.)

Commissioner HARLAN. We will hear you now, Mr. Butterfield.

Mr. BUTTERFIELD. If the commissioner please, at the last hearing I promised to file, at this time, a printed outline of the testimony of Mr. McCain, which I now do, and ask the stenographer to mark it as "McCain Exhibit No. 1," of this date.

(The statement referred to, offered in evidence, was marked "Exhibit, McCain No. 1," and will be found set out in full at the end of this hearing.)

Mr. BUTTERFIELD. I have also an outline of the testimony of Mr. Morris, who testified at the former hearing, which I will ask the stenographer to mark as "Morris Exhibit No. 1."

(The statement referred to, offered in evidence, was marked "Exhibit, Morris No. 1," and will be found set out in full at the end of this hearing.)

Mr. BUTTERFIELD. I wish also to offer an outline of the testimony of Mr. Large, which I will ask the stenographer to mark as "Large Exhibit No. 1."

(The statement referred to was marked "Exhibit, Large No. 1," and will be found set out in full at the end of this hearing.)

Mr. **Butterfield**. I have also an outline of the testimony of Mr. Ingalls, which was referred to at the former session, which I will ask the stenographer to mark as "Ingalls Exhibit No. 1."

(The statement referred to, offered in evidence, was marked "Exhibit, Ingalls No. 1," and will be found set out in full at the end of this hearing.)

Mr. **Butterfield**. Also a statement showing the items in official classification No. 36, in effect July 1, 1910, with increased or decreased ratings, or carload minima, as shown in official classification No. 40, and a brief summary thereof, which I will ask the stenographer to mark as "McCain Exhibit No. 2." It is in two parts.

(The statement referred to, offered in evidence, was marked "Exhibit, McCain No. 2," and will be found set out in full at the end of this hearing.)

Mr. **Butterfield**. Also a statement showing various commodities, the rates or minimum weights on which have been changed since January 1, 1910. Rates basis, New York to Chicago.

Commissioner **Harlan**. Did the previous statement commence the same date, January 1, 1910?

Mr. **Butterfield**. It commenced at the official classification, which was in force July 1, 1910. This refers to January 1.

I will ask the stenographer to mark this as McCain Exhibit No. 3."

(The statement referred to, offered in evidence, was marked "Exhibit, McCain No. 3," and will be found set out in full at the end of this hearing.)

Mr. **Butterfield**. Also a statement of a similar sort to the one just referred to, using the rate basis Chicago to New York, the eastbound rates, which I will ask to be marked as "McCain Exhibit No. 4."

(The statement referred to, offered in evidence, was marked "Exhibit, McCain No. 4," and will be found set out in full at the end of this hearing.)

Commissioner **Harlan**. Have you anything further, Mr. Butterfield?

Mr. **Butterfield**. That is all.

Mr. **Brownell**. Mr. Commissioner, we desire at this stage of the proceedings to call your attention to some facts in connection with the general decrease in the purchasing power of money during the past 10 or 15 years, with the accompanying general increase in the level of prices of commodities, bearing upon railway rates.

As these phenomena involve questions of large economic importance and economic questions of general bearing, we have thought it best to ask Mr. Charles A. Conant to lay before you the facts relevant to this inquiry.

Mr. Conant is an economist of wide experience and a specialist in the study of monetary science, particularly in its practical application to actual conditions in different countries. We have asked him to present these facts in relation to railway rates, not as an advocate of the railroads, but as presenting facts of general bearing, in order that the commission and counsel representing shippers may have opportunity to interrogate him in regard to these matters in a way that they could not if the subject were merely presented by way of discussion. Mr. Conant has reduced his testimony to printed form, which I will submit for the convenience of counsel.

Charles A. Conant was called as a witness by the carriers and, being first duly sworn, testified as follows:

Direct examination:

Mr. Brownell. Please state your name and address.

Mr. Conant. Charles A. Conant, 34 Nassau Street, New York.

Mr. Brownell. What is your profession?

Mr. Conant. I am a sort of a special expert adviser on monetary matters, and have been consulted by a number of Governments in regard to the organization of their currency and similar economic questions.

Mr. Brownell. Have you for a long time been a student of monetary conditions with special reference to their practical application to actual conditions in different parts of the world?

Mr. Conant. Yes; for some 20 years or more I have given a great deal of time to the study of those questions.

Mr. Brownell. In what capacity have you represented the Government or governmental departments in connection with currency consideration and monetary matters?

Mr. Conant. I was first asked by Mr. Root, when Secretary of War, to visit the Philippines and prepare a plan for their currency reorganization, which I did, and which was put in force by an act of Congress.

I was also consulted by the Government of Mexico when they prepared their plan of monetary reform, being invited down to the City of Mexico with two other gentlemen to consult the special committee appointed by President Diaz on that subject.

Then I was consulted by the War Department in the preparation of a plan of monetary reform in Panama, which is now in force there.

More recently, in the winter of 1911 and 1912, I went to Nicaragua, at the invitation of the Nicaraguan Government and bankers, to perfect a new plan of currency there, which is now in force.

In addition to that I have twice represented the United States at the International Diplomatic Conference on Bills of Exchange, the purpose of the conference being to agree on a uniform law for as many countries as were willing to enter into the agreement.

Mr. Brownell. Were you an official member of the conference?

Mr. Conant. Yes; that was a regularly called diplomatic conference.

Mr. Brownell. And in that did you represent the United States Government or one of its departments?

Mr. Conant. I represented the Government of the United States.

Mr. Brownell. What connection have you had with the New York Chamber of Commerce in its consideration of reform of the currency and monetary matters?

Mr. Conant. I was a member of the subcommittee of five appointed in the summer of 1906 to provide a plan of currency reform. It was about the first time that the proposition of a central bank was made in practical and definite form—a report which was adopted by the chamber of commerce subsequently.

Mr. Brownell. Did you have any connection with the Indianapolis monetary convention of 1897 that preceded the gold standard?

Mr. Conant. Yes; I was the expert adviser of the chairman of the executive committee, and had a good deal to do with the framing of the gold-standard law of 1900, which is now in force.

Mr. Brownell. During the past 20 years have you been a writer upon economic and monetary questions?

Mr. Conant. Yes. More or less in connection with my more practical work I have written a book on The Principles of Money and Banking, in two volumes, which has been translated by the French, and one on The History of Modern Banking, giving an account of each banking system in the world. Then there have been minor magazine articles or collections of articles from time to time.

Mr. Brownell. During a number of years you were the Washington correspondent of the Journal of Commerce?

Mr. Conant. Yes, sir.

Mr. Brownell. Were you not?

Mr. Conant. Yes.

Mr. Brownell. During that time did you have occasion to consider and write considerably upon monetary subjects?

Mr. Conant. Yes. That brought me in close association with the Treasury Department and other matters affecting economical, diplomatic, and business questions.

Mr. Brownell. Is it a fact that during the last 15 years or thereabouts there has been a general and widespread depreciation in the purchasing power of money or its exchange value?

Mr. Conant. Yes; very decidedly.

Mr. Brownell. Has that been of world-wide application?

Mr. Conant. Yes. In principle it has been of world-wide application; the details may be different.

Mr. Brownell. Have you made a study of the causes which have led to these phenomena?

Mr. Conant. Yes; to some extent. Of course, there is a good deal of difference of opinion about the causes, but as to the facts I think it is pretty well established.

Mr. Brownell. Although there may be different views as to the importance to be attributed to one or more of the assigned causes, economists generally agree upon the fact that there has been a large depreciation in the purchasing power of the money medium?

Mr. Conant. Yes; I think there is very little, if any, dispute as to that.

Mr. Brownell. Have you considered this matter in connection with its bearing on railway rates or other fixed income?

Mr. Conant. Yes; I have given some consideration to the subject.

Mr. Brownell. At our request, have you reduced to writing some of your views and of your understandings as to the facts in this connection?

Mr. Conant. Yes; I have done so.

Mr. Brownell. And they are represented in the pamphlet which I hand you.

Mr. Conant. Yes, sir.

Mr. Brownell. Are the matters therein stated true and correctly stated to the best of your knowledge and belief?

Mr. Conant. Yes, sir; decidedly.

Mr. **Brownell.** I now offer in evidence Mr. Conant's statement and ask that it be marked as Conant Exhibit 1, and then will ask that Mr. Conant read the statement.

(The statement referred to, offered in evidence, was marked "Exhibit Conant No. 1.")

Mr. **Conant.** Before reading the formal statement, I may say my understanding is that there is not to be a complete cross-examination at this time, but that I am perfectly ready to answer any questions which will tend to elucidate and to clear up anything which may be ambiguous or not fully expressed in the statement.

Commissioner **Harlan.** Mr. Brandeis, do you concur in that? I assume you do.

Mr. Conant says it is his understanding that there will not be a complete cross-examination at this time, although he is ready to respond to questions to clear up any ambiguity.

Mr. **Brandeis.** That is my understanding.

Mr. **Conant.** I am ready to answer any questions which will serve to clear up or elucidate anything, as I go along, which may not appear to be clear.

Mr. **Brandeis.** That will be entirely agreeable to me.

Commissioner **Harlan.** It is so understood.

Mr. **Conant.** I have been asked to appear here to give my views upon the general questions, Whether the purchasing power of a given sum in money has so far declined in recent years as to diminish effectively the value of fixed incomes or fixed money rates for services, and whether the demand for capital throughout the world has been such as to increase the difficulty of obtaining it and to raise the rental price which has to be paid for its use in the form of interest?

The problem of changes in the purchasing power of money is an intricate one, but derives its intricacy almost as much from the necessity of care in stating terms and conclusions as from any lack of simplicity in the principles involved. We are so accustomed to look upon units of money as representing values fixed and unchangeable that it requires close application, even on the part of the mind of a specialist, to keep constantly in view the fact that there may be a rise or fall in the value of money in its relation to other things, which is just as real and significant as the changes in the value of other articles which are expressed in terms of price.

To the man in the street, the statement that a certain article is worth a dollar conveys a definite and distinct impression. It rarely occurs to him that the piece of paper which is denominated a dollar—or the little gold disk behind it, if he carries his knowledge of monetary laws to the point of understanding that the paper note is only the promise to pay gold—it rarely occurs to him, that this unit for the expression of value does not always express a value which is fixed and uniform. Few persons probably outside the circle of professional economists are fully conscious of the principle that value is not a quality inherent in the article itself, in the same sense as size or color, or warmth or cold, but is only the expression of a relationship between that and some other article. The quality of exchange value is thus tersely defined by Mr. W. Stanley Jevons, the eminent English economist:

> A student of economics has no hope of ever being clear and correct in his ideas of the science if he thinks of value as at all a thing or an object, or

> even as anything which lies in a thing or object. Persons are thus led to speak of such a nonentity as intrinsic value. There are, doubtless, qualities inherent in such a substance as gold or iron which influence its value, but the word "value," so far as it can be correctly used, merely expresses the circumstance of its exchanging in a certain ratio for some other substances. (The Theory of Political Economy, p. 77.)

The civilized world has gradually chosen gold as the best standard of value, because it possesses some of the elements of stability and also possesses certain highly desirable qualities of durability, divisibility, and exchangeability. It by no means follows, however, that a given amount of gold represents a fixed value. The monetary law which in the United States prescribes that 25.8 grains of gold nine-tenths fine shall be known as a dollar, does nothing to fix the value of the dollar in relation to other things. It simply establishes a sort of barometer by which the relations of other things are measured, like the yardstick for length or the bushel for bulk. If 1 bushel of wheat is worth to-day 2 bushels of potatoes, and the price of a bushel of wheat is $1, it is more convenient to refer the value of the bushel of potatoes to the gold dollar than it would be to speak always in comparisons of wheat and potatoes, or steel rails, or pairs of shoes. But the use of the dollar as a denominator of value in this manner by no means precludes constant changes in the value of the dollar in relation to other things. Indeed, when wheat rises from $1 to $1.50 per bushel, the value of the gold dollar in relation to wheat has fallen to 66⅔ per cent of its former value.

This is exactly the ratio in which the purchasing power of the dollar has fallen during the last 15 years, according to Prof. Irving Fisher, who has given much study to the question of the stability of the monetary standard. Here are his words:

> During the last 15 years, although the gold dollar has remained the same in size, its purchasing power has fallen to two-thirds of the dollar of 15 years ago. This shrinkage in the monetary yardstick has injured all those who had expected to receive a fixed number of dollars—salaried men, wage earners, bondholders, savings bank depositors, and many others. ("Instability of Gold," lecture prepared by Prof. Irving Fisher for the Alexander Hamilton Institute, p. 6.)

It is this fact—that the value of the dollar has fluctuated in recent years in its relation to the great mass of commodities, and has changed to the disadvantage of the dollar—upon which I desire to lay emphasis. It is not necessary at the present time to go into the causes for this depreciation—whether it is because there are more dollars in the ratio of the work to be performed, whether a speculative spirit has cause credit to expand unduly, or whether certain classes of goods have become so scarce in relation to demand that competition has raised their price in terms of dollars.

The essential point is not the causes of this depreciation but the fact. There is no real dispute as to whether gold has depreciated or commodities have appreciated when proper definitions are adhered to. To quote from my own work (The Principles of Money and Banking, Vol. I, p. 153):

> Variations in the exchange value of an article are indicated by changes in prices, and changes in prices are themselves the index of changes in the exchange value of money. Limiting the discussion to this definition of value, it would be futile to argue, for instance, that gold has not "appreciated" in regard to given articles when their prices had fallen and equally futile to argue that it had not "depreciated" when prices had risen.

As put by Dr. Pierson, late minister of finance of the Netherlands—

> A fall in the value of money and a rise in prices are not two occurrences, certainly not two occurrences standing to each other in the relation of cause and effect; they constitute a single occurrence described in two different ways.

It was contended by many when the gold dollar was increasing in purchasing power that this was due to the increased productive power of labor and machinery; in other words, that the labor compensated by a given number of dollars produced a larger quantity of goods, of which each unit could, therefore, be sold at a lower price. That such a change has occurred is undoubtedly true, and it has tended in a marked degree to reduce the labor cost of manufactured articles within our generation. If, therefore, we encounter the fact that in spite of this persistent increase in the productive powers of human society the price of goods has not fallen upon the average in recent years, but that more dollars are required for the purchase of almost any given commodity than was the case 16 years ago, 10 years ago, or even 4 years ago, it is evidence of the depreciation of the purchasing power of the dollar.

If it requires more dollars to-day to purchase a given amount of goods or services, then in relation to those goods or services there has been a depreciation in the value of money. Such a decline in the purchasing power of gold, which is now the standard money in practically every civilized State, in itself constitutes a depreciation of gold. This statement is not a discussion of cause or effect—whether the increase in the supply of gold has caused a rise in prices or whether the rise in prices is due to entirely different causes. The fact remains that gold has depreciated in relation to nearly all other commodities.

It is this fact which faces the railways, as well as other producers and investors, and with which they have had to deal in recent years. Those producers who have been able to operate in a market where they were free to use their own judgment and economic power in fixing prices or wages have been able to adapt themselves more or less rapidly to the depreciation in the purchasing power of the dollar. If they were workers for wages, they have been able to demand increases in their wages to enable them to meet the increased cost of living as expressed in dollars. If they were dealers in articles of retail trade, they have been able to advance the prices of those articles from time to time to cover the increased cost of obtaining them at wholesale or directly from the producer. By this means they have succeeded in effecting the economic adjustment of their position to the diminished purchasing power of the dollar. The process has been gradual, although the figures which I shall soon present will show that it has been rapid. The fact that it has been gradual and that wage earners and merchants have been able to adapt themselves gradually to the change has to a certain extent concealed its real economic significance.

A warm political campaign was waged in this country 17 years ago, in which it was declared on one side that the purpose of the other side was to cut the value of the dollar in two by substituting for the gold dollar, which was the standard, a dollar of another metal having only half the value of the old. Rightly or wrongly, it was declared that there was likely to ensue a rise of prices, expressed in the cheaper dollars, which would be so sudden and rapid that it would not be possible for the wage earner to keep pace with the change, and that he would suffer at first a diminution of one-half in the purchasing power of his wages before he could obtain even a partial adjustment of the number of dollars paid him to their diminished value in exchange for other things.

Something like the process of this predicted change has been going on from quite other causes during the past 17 years, but the fact that it has occurred without any change in the statutes fixing the amount of metal or the kind of metal in the dollar has veiled its real significance to the average man and has prevented the taking of measures of protection against its effects except through efforts to increase wages and prices.

What would have been said if it had been proposed by law in 1896 to require the railways to reduce their rates from 35 to 50 per cent within 15 years? What would have been the protests and what would have been the unsettlement of the value of the railway securities in the market if an order had been made by this commission to any such effect? But the silent and irresistible processes of economic forces have reduced the money value of these rates in something like this proportion within the past 16 or 17 years, while the railways have suffered a steady impairment of their earnings, and for a number of years past have been restricted by statute law from adapting themselves, like other industries, to the new monetary conditions.

THE SUBSTITUTION OF STATUTE LAW FOR ECONOMIC LAW.

As I understand, the railways contend in this case that they should be given permission to adapt their rates to these changes in the purchasing power of the dollar, just as the wage earner or the merchant has been able to secure an adjustment of his wages or prices, operating in a free market without the restraints of legislation limiting his power to fix his own charges or prices. I do not propose now to discuss the difference between the position of the railways in this respect and the position of manufacturers or traders, nor do I propose to call in question the general policy of governmental regulation cf railway rates. What I desire to emphasize is the fact that in the place of those natural economic laws which determine prices and wages in an open market, subject to the manifold influences, not only uncountable in number, but each incapable of measurement in degree—the influences of volume of business, adequacy of equipment to serve such business, and demand for additional equipment; variation in the quantity and demand for each product produced and shipped; variations in the state of credit, in the quantity of money, in the rate for loans, and in the state of the foreign exchanges; the influence of political events and uncertainties; vagaries of fashion and demand—that in place of the free play of all these influences upon each other the Government, State and National, regulates what a railway shall charge for transportation. The law has shorn the railways of the right to weigh these shifting conditions and to fix their rates upon their own free initiative; it has put the State over them in a position which in some respects is essentially one of guardianship and trusteeship.

To return to my essential point, it is in substance that the purchasing power of the dollar over the great mass of commodities has permanently fallen since the present schedule of passenger and freight rates was established. Even in a free market, unrestricted by statute law, the effect of changes in the purchasing power of money is not simultaneously felt by all classes in the community. If such changes did act simultaneously and automatically upon all classes, then the only difference caused by such changes would be differences in the expression of wages and prices in terms of money. Unfortunately, however, for certain classes they are not able to secure an adjustment of their wages and prices so quickly as other classes. Hence come about inequalties, by which those who are able most quickly to adjust themselves to the new conditions reap profits and advantages over those who are not able to adjust themselves so promptly.

It is abvious that those persons who had fixed incomes expressed in dollars would find it difficult, if not entirely impossible, to avoid losses from the new conditions. Receiving a definite sum in dollars for pensions, salaries, or as interest on investments, they would find that this fixed sum in dollars could no longer be exchanged for the same amount of food, clothing, and other necessities and comforts of life. Large enterprises in which a certain amount of capital was invested would see the value of their capital shrink in reference to other things. The effect of such a condition was well set forth by Michel Chevalier in his famous book On the Probable Fall in the Value of Gold, which was translated into English in 1859 by Richard Cobden. The views of M. Chevalier were expressed as follows:

> During the transition, then, the value of all properties will be subjected to a painful uncertainty and to injurious fluctuations. It will be still worse for those persons to whom I have already alluded, whose incomes consist of a sum of money (napoleons or sovereigns) fixed in advance. They will live in a perpetual state of trouble, anxiety, and uneasiness. They will sink by whole sections from their present state to another in which they will enjoy only the half of their previous comforts, reasoning, as I always do, upon the assumption that gold falls to the half of its present value.

This was written at the time when the great output of gold from California had already greatly inflated prices and depreciated the purchasing power of gold.

> They will be flung headlong, without rule or measure, down to a lower station and without ever having the chance of preparation, for it is the very essence of changes of this kind, subjected as they are to many opposing influences, to pursue an irregular and disorderly course. Now, the persons of whom I am here speaking comprise a very numerous and various class. They are, in the first place, the creditors of the State, of departments, of cities, and of joint-stock companies. To form an idea of the number of persons and families who would be comprehended under this head, it suffices to call to mind that in England the capital of the national debt amounts to 20 milliards of francs (£800,000,000). (On the Probable Fall in the Value of Gold, Michel Chevalier, translated by Richard Cobden, London, 1859, pp. 114–115.)

You will see that at that early day he used an illustration based upon the public debt, whereas to-day we have the vastly more important illustrations resting upon the volume of railway and industrial securities whose income is impaired in its purchasing power in the hands of those who have invested in those securities.

Among the enterprises to be considered in such a connection, the charges of railways and other public-service corporations were not overlooked, even when these enterprises were still in their infancy. Upon this point M. Chevalier expressed himself as follows:

> It would also be necessary to revise, more or less often, the scale of charges of ministerial officers or agents of every kind, lawyers, barristers, registrars, etc.—a class of persons with whom there is no escaping a reckoning, as recent experience has shown.
>
> A similar operation would be necessary with the tariffs of charges which have been fixed for a multitude of companies, such as those of railways, canals, docks, and bridges. In some cases these have been fixed so high originally that the companies have not found it necessary to levy the full rates. Of this number, however, we can hardly specify more than those which relate to the freight traffic on the railways; beyond that, as, for instance, for passenger fares, the full charge allowed by law is (in France) levied. It would seem to me only consistent with equity that the fares should be raised from the moment that a state of things, so unforeseen and so uncontrollable, arose as a recognized fall in the value of the metal of which money was made. All these changes of tariffs would be a labor of infinite difficulty for government, and an endless source of discussions with the legislative body. (On the Probable Fall in the Value of Gold, Michel Chevalier, translated by Richard Cobden, London, 1859, p. 121.)

EVIDENCE OF DEPRECIATION IN THE VALUE OF MONEY.

I have thus far endeavored to lay the groundwork of the points to be established and the effect of a depreciation in the purchasing power of money, but it may be said that I have not presented the proof of such depreciation. It is to that point that I now propose to address myself. It is now generally admitted that the most definite and trustworthy method of ascertaining changes in general prices is through index numbers. These index numbers are nothing, in effect, but the reduction of a great variety of prices, dealing with different commodities measured in different ways—some by pounds, some by tons, some by bulk, and some by the value of the labor which they represent—to a common denominator. In this way units which are dissimilar are reduced to terms of expression which are similar. While there has been among economists some dispute as to the proper method of arriving at index numbers which are the true expression of changes in value, it has been found that what might be called the more refined processes of determining index numbers do not afford results radically different from comparatively simple averages.

Two different methods were tested by Prof. Roland P. Falkner, in the celebrated Senate investigation of 1891, whose results have since been brought down to date by the Bureau of Labor. One of these methods was to take the simple average price of some 250 articles and thereby arrive at an average price for one date which could be compared with a similar average for another date. The other method tested by Prof. Falkner was what is called the weighted average, which consisted in allotting a quantity of each article to the calculation which was in proportion to the consumption of that article. The results, as I stated, did not differ widely, and this has always proved to be the case except where the number of articles considered was small and there were unusual fluctuations in some two or three.

Speaking of different methods of arriving at the index number, including the weighted average of Palgrave and the several methods employed by Falkner, Prof. Hadley says, writing in 1896, at the time of the culmination of the downward trend of prices:

> In point of fact, the results obtained by an unprejudiced application of the three methods are substantially alike. They all indicate that gold prices in different countries rose from 1850 to 1873 and have fallen since that time; so that the index numbers which represent the general price level in 1890 stand not far from the level of 1850. Since the crisis of 1893 there has been a further fall, so that the general price level of 1895 is exceptionally low. (Economics, New York, 1896, p. 195.)

I do not feel it necessary, therefore, to go into elaborate discussion of the system of index numbers and their value before proceeding to state the character of the changes in general prices which are revealed by the index numbers of the Department of Commerce. I submit below a table giving the index numbers obtained by Prof. Falkner for a series of years, with the percentage by which average annual prices for 1912 exceed those of previous years. It will be observed that average prices in 1912 were 48.9 per cent higher than in 1897, 47.8 per cent higher than in 1896, and 18.2 per cent higher than in 1904. Analysis of the details of prices by classes of products shows that under the head of metals and implements the index number advanced from 86.6 per cent in 1897 to 126.1 per cent in 1912; lumber and building materials from 90.4 per cent in 1897 to 148.2 per cent in 1912, or an increase of more than 60 per cent. I will not embody in this statement further details, because the figures are readily accessible in a recent bulletin of the Bureau of Labor (Bulletin No. 114, Apr. 4, 1913) and may there be studied, in connection with the striking diagram on page 10, showing the upward movement of general prices of all commodities during the past 17 years. The relative prices, with the increase in 1912 over other years, is set forth in the following table:

Relative prices of commodities, by calendar years, 1890 to 1912, and per cent that prices for 1912 were higher than for each preceding year.

[Average for 1890 to 1899=100.]

Year.	Relative prices of all commodities.	Per cent higher in 1912 than in each preceding year.	Year.	Relative prices of all commodities.	Per cent higher in 1912 than in each preceding year.
1890	112.9	18.3	1902	112.9	18.3
1891	111.7	19.6	1903	113.6	17.6
1892	106.1	25.9	1904	113.0	18.2
1893	105.6	26.5	1905	115.9	15.3
1894	96.1	39.0	1906	122.5	9.1
1895	93.6	42.7	1907	129.5	3.2
1896	90.4	47.8	1908	122.8	8.8
1897	89.7	48.9	1909	126.5	5.6
1898	93.4	43.0	1910	131.6	1.5
1899	101.7	31.4	1911	129.2	3.4
1900	110.5	20.9	1912	133.6	....
1901	108.5	23.1			

Referring to the simple average, which takes as a standard of 100 the average wholesale price of the 10 years 1890–1899, both inclusive, we obtain some interesting results. It apepars that in 1880, the first year after the resumption of specie payments, prices were much higher than the average of 1890–1899. An almost uninterrupted decline occurred, however, until 1896, when the index number fell to 90.4, or more than 40 per cent below the prices of 1880. With the resumption of business activity in 1898, the index number begins to rise until it has attained 110.5 in 1900. There was then a slight recession, followed by a slow recovery, which carried the index number for 1904 to 113. Then began the rapid upward movement of the past eight years, interrupted by the depression of 1908 which finally advanced the index number for the year 1912 to 133.6. This is an increase of nearly 11 points over the low point of 1908, and of 40.2 points over the index number of 1898.

English index numbers bear out the American in a general way, although their range of fluctuation is not quite so wide. The figures of the London Statist, which are printed regularly in the London Bankers' Magazine, take as a basis the prices of 45 commodities, on the average for the 11 years 1867 to 1877, both inclusive, the basic number being 100. The results thus obtained show that the range of prices in 1912 was 39.3 per cent above 1896 and 23 per cent above 1903. The following table gives these index numbers for representative years:

The Statist index numbers.

[Based on wholesale prices of 45 commodities, the average of the 11 years, 1867–1877, being taken as 100.]

Year.	Index number.	Year.	Index number.
1880	88	1907	80
1896	61	1908	73
1898	75	1909	74
1900	75	1910	78
1905	72	1911	90
1906	77	1912	85

Taking articles of food and materials separately, the index numbers compare thus:

	Average, 1890–1899.	Average, 1903–1912.	July, 1896.	Dec., 1912.	May, 1913.
Food	68	72	60.0	78.4	77.2
Materials	64	79	58.6	92.2	91.9

THE EVIDENCE OF SWOLLEN BANKING ASSETS.

One of the most remarkable evidences that the increase in the value of goods in terms of money in recent years has been broad and general in character is afforded by the statistics which are compiled annually by the Comptroller of the Currency in regard to the banking power of the United States.

I think these statistics are especially striking because they apply to the whole banking business of the country, the whole volume of business of the country, and not to any selected or isolated commodities or transactions.

It might seem to the uninformed outsider that it was a source of nothing but congratulation that the total resources of all the banks of the country, stated in money, had more than doubled during the period from 1900 to 1912. Consideration of the facts, however, and analysis of related figures, induces a certain degree of skepticism regarding the reality of the gain.

The essential question is whether this great increase in banking power, by 111 per cent in 12 years, reflects a corresponding increase in the annual production or in the accumulated wealth of the country. The population during this period increased only 25.3 per cent, so that the increase in banking power was more than four times as rapid as that in population.

When I say "banking power," I use the expression used by the Comptroller of the Currency. It is made up by adding together the total resources of all the banks of the country—national, State, private, and trust companies. Whether it really constitutes an increase in banking power is a question upon which I have some doubts. According to the comptroller's figures, for the four years between 1908 and 1912 the increase in banking power was 27.8 per cent, while the increase in population was only 9.3 per cent.

It might, perhaps, be contended, if there were only a moderate increase in banking power in ratio to population, that it was due to the increased productive power of labor and machinery. A little calculation will indicate, however, that this is not a satisfactory explanation of the entire increase in banking resources, and that the real cause is the expression of similar transactions in a larger number of dollars. To support the theory that the increase in banking resources was due to the increase of productive power upon the old level of values, it would be necessary to assume that the productive power of the population of the United States had increased on the average about 68 per cent in 12 years. This is based not upon the gross increase in banking power or upon the average of increase, but upon the reduction of banking resources to a per capita basis.

The figures which appear in the next table show that the total banking resources of the country per capita amounted in 1900 to $140, in 1908 to $201, and in 1912 to $235. The last-named figure is an increase of 67.68 per cent over that of the year 1900. If this increase were due exclusively to increase in productive capacity, it would mean not only that laborers in factories had greatly increased their productive power by the aid of machinery, but that the average increase had been so great as to amount to nearly 68 per cent when spread over the population engaged in simple manual labor and in personal services. Obviously, it requires an optimistic draft upon the imagination to assume any such phenomenal increase in the producing power of the community, and no such result is indicated by known additions to accumulated wealth.

To test the question whether the volume of goods dealt in has increased in any such ratio as banking resources, I have divided the ton mileage of the railways in 1900 and in 1912 by the population in those years, and find an increase per capita of 48.14 per cent instead of the 68 per cent shown in banking power. A better test, perhaps, is afforded, so far as these figures constitute a test, by the number of tons of freight carried. Here the increase per capita is a little less than 34 per cent, or only one-half the increase in banking power. It would be a rash student of these problems who would argue, however, that increase in freight movement was an exact proof of mathematical increase in the amount of goods produced. Even if it afforded an accurate test of the increase in production of certain classes of manufactured goods shipped from the factories to wholesale markets, it would still leave aside the great mass of commodities produced and consumed on the farm or within the communities where they were produced. It would also leave aside, as already indicated, the factor of the productive power of manual labor and personal services. All that could be safely assumed in any case would be that the surplus above these basic demands had increased in a certain ratio, and clearly the ratio of the increase to total production would be much smaller than its ratio to the excess available for shipment.

The statistics hardly exist to determine upon the whole the average productive power of the country as a whole, except in stated lines of manufacture. Obviously, however, a very large increase in the amount of cotton or woolen goods or steel rails produced would not in itself prove increase in productive power as a general proposition, but only that additional capital and labor had been applied to the production of these articles. It seems to be a fair inference, therefore, and a quite conclusive one, that the productive power of the country has not increased on the average in any such ratio as 68 per cent in 12 years or 28 per cent in 4 years, and that the increase in banking resources in these ratios is the result of an increase in the number of dollars in which like transactions are expressed. The broad character of these banking statistics also affords evidence that the rise in the money expression of similar transactions is not limited to a few articles or to special cases, but is widespread and substantially general in its character.

The details on this subject appear in the following tables:

Increase of banking power in the United States.

[From the Report of the Comptroller of the Currency for 1912, p. 42, and prior years.]

TOTAL RESOURCES OF ALL CLASSES OF BANKS.

Year.	Total resources.	Population.	Resources per capita.
1900	$10,685,000,000	76,303,387	$140.03
1908	17,642,705,000	87,496,000	201.64
1912	22,548,706,000	95,656,000	235.09

	Per cent
Increase in population, four years, 1908-1912	9.3
Increase in banking power, 1908-1912	27.8
Increase in population, 12 years, 1900-1912	25.3
Increase in banking power, 1900-1912	111.0
Increase in per capita banking power, 1900-1912	67.88

Increase in freight tonnage, 1900-1912.

INCREASE IN TON MILEAGE.

Year.	Ton mileage.	Population.	Ton-miles, per capita.
1900	141,596,551,000	76,303,387	1,855
1912	262,955,605,000	95,656,000	2,748

Increase per capita, 1900-1912, 48.14 per cent.

Increase in freight tonnage, 1900–1912—Continued.

FREIGHT CARRIED IN SHORT TONS.

Year.	Short tons.	Population.	Tons, per capita.
1900	1,081,983,301	76,303,387	1,418
1912	1,818,232,193	95,656,000	1,900

Increase per capita, 1900–1912, 33.99 per cent.

In regard to these tables, I would call your attention to the following, which is striking: In 1900 the total banking resources, as computed by the Comptroller of the Currency, were $10,685,000,000; in 1912 they were $22,548,706,000, or an increase of 111 per cent. If we are asked to believe that there has been during that period of 12 years no general increase in the level of prices, then we are asked to believe that this country has leaped forward with such rapid strides that her entire resources—banking resources—have multiplied 111 per cent in 12 years, a contention which will hardly be made, I think, by anybody.

THE PURCHASING POWER OF FREIGHT EARNINGS.

It is pertinent to this inquiry to set side by side with these changes in the purchasing power of money the changes which have taken place in the rate of compensation received by the railways for passengers and freight. Fortunately, the system of statistics established by the Interstate Commerce Commission permits an ascertainment of the average receipts per unit of service by the railways of the United States. Taking the receipts for freight alone per ton-mile and expressing them in mills, or tenths of a cent, it appears that this average of ton-mile receipts varied only within narrow limits during the whole of the 16 years from 1896 to 1912. In 1896 the average receipts per ton-mile were 8.06 mills; in 1912, they were 7.43 mills. This represented a decline of sixty-three hundredths of a mill, or about 7 per cent. This decline in freight receipts, however, was only the decline expressed in terms of money.

Quite different and striking results are obtained if one compares the purchasing power of this money in 1896 with its purchasing power in 1912. Such a comparison is easy and simple under the system of index numbers. In order to determine this ratio of purchasing power, it is only necessary to divide the rate per ton-mile by the index number for prices. The result gives the relationship of the ton-mile revenue in purchasing power on different dates, expressed in mills, upon the basis of the average of prices from 1890 to 1899. If the receipts per ton-mile in 1896 were 8.06 mills, and wholesale prices bore a ratio to the standard of 90.4 points, the purchasing power of the receipts per ton-mile was 8.92 mills. As the index number of prices advanced, however, even if receipts remained the same in terms of money, the purchasing power of the receipts inevitably fell in a striking ratio.

After the revival of business activity in 1897, receipts per ton-mile declined only slightly, but the index number of wholesale prices increased rapidly. The result was that the purchasing power of the money received for freight fell from a ratio of 8.06 in 1898 down to 6.61 in 1905. Then began another decline interrupted only by the depression of 1908, which finally carried the ratio of purchasing power of freight receipts in 1912 down to 5.56. When this purchasing power of the receipts per ton-mile is compared with the corresponding figure of 1896, we find a decline of 3.36 mills, or 37.6 per cent. I conclude, therefore, simply as a question of mathematics, and without undertaking to enter into the intricacies of railway accounting or the special demands which have been made upon the railways, that the purchasing power of the moneys which are now paid for freight is approximately 37 per cent less in the market for commodities than it was in 1896.

In other words the purchasing power of money received by the railways for freight fell 37 per cent in the market for commodities between 1896 and 1912.

From 1903 to 1912 there was a decrease of 17.1 per cent in the purchasing power of ton-mile earnings, and even from 1908 to 1912, during the period of four years, a decline of 9.4 per cent, or nearly twice the proportion in which it is now asked that permission be given to advance nominal rates expressed in terms of money.

The calculations for the entire railway system follow. The facts appear very strikingly in the table on page 24, "Purchasing power of receipts per ton-mile."

Results substantially similar are obtained for the railways in eastern territory, with their generally lower average of ton-mile receipts. For the 10-year period 1903–1912, the decline in the purchasing power of freight earnings works out at 18.8 per cent. The following table gives the calculations for railways in eastern territory.

The second broad subject to which I wish to address myself, in considering the present economic position of the railways, is the increased difficulty which they have found in recent years in obtaining new capital for extensions and improvements. One of the fundamental difficulties has been the unusual demand for capital from many sources during the past dozen years and the increased keenness of competition between various forms of investment.

Time was, before the era of industrial consolidations, when the bonds and shares of railways were the principal resource for the investor in finding safe and profitable use for his savings. In recent years, however, new demands have converged upon the supply of available capital in an unusual degree from the conversion of industrial enterprises into stock companies, the absorption and merger of old companies with new, the great extension of the system of local traction lines, the demands of undeveloped countries for railways and industrial equipment, and the remarkable expansion in the calls of Governments upon the financial markets for the means of increasing armaments and making public improvements. I shall confine myself, in the discussion of this subject, chiefly to the volume and general character of this demand for capital, leaving it to those specially interested in the railways to discuss its more particular application to their condition and requirements.

As an indication of the growth in the demand for capital, I will first present some general statistics, compiled annually for many years by the Belgian financial publication, Moniteur des Interets Materiels. This compilation relates to the issue of securities in all countries of the world, so far as the data were available. While, no doubt, imperfect in detail, especially in regard to the United States, the figures probably represent upon the whole about the same ratio of issues reported to issues actually made from year to year.

These figures show that prior to 1896 total issues as high as 10,000,000,000 francs ($2,000,000,000) roughly, per annum were the exception, except for the period of inflated prices and speculation from 1871 to 1873, when .the annual average output of securities for three years was about 13,000,000,000 francs.

After the panic of 1873 there was only one year (1889) up to 1894 when the total issues of $2,000,000,000 were reached.

For the 10 years ending with 1893 the annual average issues reported were about $1,250,000,000.

For the 10 years ending with 1903 the annual average advance was about $2,596,000,000.

For the eight years ending with 1911, however, this annual average advanced to $4,078,000,000, and with the exception of the last year showed an almost uninterrupted increase. It was of the highest significance in this connection also that while these figures included refunding operations or conversions such operations almost entirely ceased after 1906, the year of the conversion of the Italian debt, which was accomplished with considerable difficulty and with great skill by the minister of finance of Italy at that time. Hence the figures since 1906 represent almost entirely net additional issues of securities and new demands for capital. The figures are reduced to dollars on a somewhat more accurate basis than 5 francs to the dollar in the table on page 28.

If these figures may be considered too general in character to be implicitly relied upon, or lacking in some respect in completeness, it is possible to present others for those countries in which the finance of the world is substantially concentrated which are more exact and possibly more accurate.

The volume of new securities listed from year to year on the Paris Bourse is not without significance, although it includes a large volume of securities issued by foreign Governments and industrial enterprises. The listing of such foreign securities, issued in Russia, Turkey, Austria-Hungary, and many of the newer countries, is a natural consequence of the fact that French savings represent one of the largest annual accretions to the supply of capital seeking new investments, with the possible exception of the United States, where most new capital goes into domestic enterprises. The table which follows gives the total issues of securities for representative years, in millions of francs, stating separately those of French industrial corporations and those issued by foreign industrial corporations. It appears that while the total issued amounted in 1902 to only 1,716,000,000 francs, the total of such issues, or introductions on the bourse, reached 5,076,000,000 francs in 1906, and after a recession of new listings during the next three years, attained an even higher figure in 1910. The details are set forth in the table on page 29.

You will see that the demands of the French industrial issues alone were in 1912 more than 12 times what they were in 1902, while the demands of foreign industrials were more than four times in 1912 what they were in 1902. The foreign industrials, of course, did not derive all their capital from the French markets, but they did derive in most cases a very large share, because they were issued in countries like Russia and Turkey, which were deficient in local capital and therefore appealed to the Paris market for the means of founding and carrying on their enterprises.

In Great Britain, also, it is possible to present quite accurate figures of the number and total amount of the nominal capital of companies registered under the corporation laws. The table given below shows, in pounds sterling, the nominal capital of the companies registered under the law. The law was made much more rigorous in respect to the representations allowed to be made and the property against which stock was permitted to be issued by a law which took effect in 1901. This probably accounts in part for the shrinkage in the annual amount of capital applied for during the following years; but, beginning with 1904, there has been an almost uninterrupted increase in the capitalization of these new companies which has carried the amount from approximately $460,000,000 in 1904 to about $1,050,000,000 in 1910.

The table on page 30 shows the number and total amount of nominal capital of companies registered in the United Kingdom under "the companies consolidation act of 1908" and preceding acts.

Even more exact in a sense, because it excludes ventures which fail to attract public support, is the tabulation made each year by the British Government of companies actually carrying on business. These figures represent the gross outstanding capital, instead of annual issues, and discard the paper securities of companies which have ceased to do business. These figures illustrate in a striking way the growth in capital invested in industrial enterprises in the United Kingdom at the present time, as compared with 15 years ago or even more recent dates. They do not include railway issues and some other forms of securities, nor do they include the public capital which has been invested in municipal tramways and other governmental enterprises. They show, however, that even in private corporations the amount of paid-up capital, which was about $5,600,000,000 in American money in 1896, has risen in April, 1910, to about $10,650,000,000, or almost exactly 90 per cent.

The table shows the total number and amount of paid-up capital, including amounts considered as paid on vendors' shares of all registered companies having a share capital, and believed to be carrying on business at the dates mentioned. That is some indication not only of the capital demanded by new companies, but capital actually applied and now in use by going companies.

For the United States there is no official compilation of security issues, because charters are issued by the 48 States and by the Territories, as well as a few, including national-bank charters, by the Federal Government. A compilation has been kept up, however, for several years by one of the financial journals which affords some indication of the great output of securities in this country in recent years. The total of all classes of issues reported for 1908 was $1,423,000,000, which increased for 1912 to $2,253,000,000, or about 60 per cent within the short space of four years. The figures for the current year, completed up to the 1st of December, show a decline to $1,571,000,000.

One of the most significant features of this tabulation for the United States is the diminishing proportion of issues of railway securities and the large part played in such diminished issues by short-term notes. For 11 months ending with November railway issues amuonted in 1912 to $1,024,627,800, while for the same period in 1913 they reached only $914,216,100. The amount of notes issued, however, in 1912, railway notes, was $346,310,300, and in 1913, $391,627,200. Issues by industrial corporations for the same period in 1912 were $1,066,470,700 and declined during 1913 to $657,509,700, but in spite of the decline in total issues the amount of notes issued increased from $120,075,000 in 1912 to $151,151,000 in 1913. The text of the principal part of these calculations, as printed in the Journal of Commerce of December 1, 1913, is appended to this statement.

This great demand for new capital has arisen from several causes. It has brought into more acute competition with the railways in the market for capital the securities of industrial corporations and of Governments than almost ever before in the history of modern finance. A recent tabulation issued by the Bureau of Foreign and Domestic Commerce of the Department of Commerce at Washington stated the national debts of the world at latest available dates as nearly 42 thousand millions of dollars, and this is estimated to be an increase of more than 30 per cent over the year 1900. These figures do not include, in the case of the United States and many other countries, the heavy obligations of municipalities and other minor civil authorities.

This great demand for capital, which converges on the principal money markets of the world, has effects similar to those produced by great demand upon other commodities; it raises its price. As the price of capital is the rental charged for its use, or the interest rate, this rate has risen in a marked degree in recent years. The influence of this condition may be summarized as follows:

1. New securities can only be sold at lower prices than formerly or must pay higher interest rates on their par value.

2. The prices of outstanding securities fall, making them unsalable in the hands of their holders except at a loss and reducing the assets and the surplus funds of savings banks, other banking institutions, and insurance companies.

3. The seekers of new capital by means of security issues must pay a larger amount in money for its use, and, in view of the rise in general prices, must pay more for their materials, thus making necessary a higher rate of earnings than formerly in order to meet fixed charges.

4. Under the conditions of competition for capital thus established industries of high earning power are able to outbid those of lower earning power for the supply of free capital in the market.

5. Incident to the decline in the purchasing power of money there is a tendency on the part of investors to shift their investments to those paying higher returns than formerly, in order to meet the increased cost of living, even at the risk of some slight decrease in security.

6. In so far as the decline in the purchasing power of money is recognized in the financial world as a factor likely to be continuously felt, there will be a tendency on the part of investors to refrain from purchasing securities for long terms paying a fixed income in money.

In other words, they want to conserve the right to put their capital into new investments, based upon the future value of the money, rather than into old investments whose purchasing power expressed in money is constantly declining.

The proof that practically all these influences have been in operation in the market for capital during the past 10 years, and especially since 1906, is to be found on every hand. While some of it is more capable of statistical demonstration than the rest, the prevalence of these tendencies is known to every dealer in securities in his contact with investors and financiers in his daily business. It is not easy to make comparisons of the prices of securities at different dates which will bear criticism, because so many elements enter into the calculation, arising out of the securities themselves and the enterprises which they represent, and because of the eddies and countercurrents which obscure the course of the main current. Perhaps as near a fair measure as can be obtained of the decline in the premier securities of the world is afforded by the average quotations for a series of years presented by M. Arthur Raffalovich, the eminent Russian economist, in his last annual issue of Le Marche Financier.

He shows a decline in French 3 percents from 1908 to 1912 of 6½ per cent of par value, in German 3 percents of 7.2 per cent, and in British consols of 13 per cent. Only Russian 4 percents show an advance, due to the improvement of the national credit, which has not, however, brought them up to a parity with the issues of richer nations.

I give, in the table here, the average quotations for the years 1908–1912, and quotations on December 31, 1912, but I do not include the more recent sharp fall in some of these Government securities, due to special causes.

Another set of figures affording a guide of some trustworthiness as to the movement of the security market as a whole is the tabulation presented at the close of each year in the French financial weekly, L'Economiste Europeen. In France for the past three or four years there has been an almost uninterrupted decline in the market value of leading securities. This represents, of course, a larger return upon the market price to a new purchaser or investor, but a smaller return in money to a corporation issuing securities. Substantially the same important securities are tabulated annually by M. Edmond Thery, the editor of L'Economiste Europeen, in his annual summary for 1912, published in Europeen. His annual summary for 1912, published in L'Economiste Europeen of January 3, 1913, declares that 163 leading French securities, representing a nominal capital of 57,661,000,000 francs, or about 85 per cent of the aggregate of national negotiable securities, depreciated during the year 1912 alone by a sum of 1,806,000,000 francs, or 3.12 per cent, this sum being allotted in the proportion of 822,000,000 francs for the first half of the year and 984,000,000 francs for the second half.

The table does not include each year exactly the same amount of securities, but the amount of the face value is given, and it then shows what the face value of these same securities was at the beginning of the preceding year and the value at the end of the year chosen, which affords an accurate measure of depreciation in the market value of this great mass of French securities, representing 85 per cent of the whole amount listed on the Paris Bourse.

Strong evidence of the manner in which other securities are elbowing the old-fashioned 4 per cent railway mortgage bond out of the market for capital is afforded by the character of the listings on the New York Stock Exchange. On the New York Stock Exchange are listed for the most part only securities of a certain standard and importance. Railway securities, therefore, still had a slight advantage in the quantity listed at the close of 1911 over other forms of investment, but they were being so rapidly overtaken in the race that their percentage of increase during the nine years from 1902 to 1911 was only a little more than one-third that of their industrial and official competitors. In other words, their industrial and official competitions. In other words, while new railway issues listed stood at an amount 47.9 per cent higher in 1911 than in 1902, the net listings of other securities increased during the same period by 133.1 per cent. The figures in the following table are taken from the two editions of the work of Mr. Sereno S. Pratt, on The Work of Wall Street.

These figures represent the whole amount of securities now listed and not the amount of securities listed during the years cited, but the whole amount listed as on the dates cited and dealt in on the exchange.

One of the immediate causes of the present demand for capital has been the war in the Balkans, but it is not probable that pressure of this sort upon the money market will cease with the restoration of tranquillity in the Near East. The large expenditure made by the contending States in the Balkans has not yet been definitely financed and is still weighing upon the markets of Paris, London, and Berlin as an important influence on the future. The tendency of political events in Europe, moreover, has been to cause such mutual uneasiness among the powers as to result in the levy of a special tax for military purposes by the Imperial Government of Germany, and a countermove by France in the proposal of a loan amounting to about $260,000,000, which is now pending in the French Chambers.

Differences over the form of that loan have resulted in the dissolution of the French ministry.

In the meantime great sums of money are being demanded from time to time, both by Governments and by private companies, for the extension of the equipment of food production and transportation in the less-developed countries of the world—in the Argentine Republic, in British India, in French Indo-China, in French and German Africa, in the great Empire of China, and in our own dependencies in the Philippine Islands. Various reasons are assigned for this steady demand for the extension of the railway network, and the development of new areas of production in these newer countries. but it seems not unlikely that, both consciously and unconsciously, they are the result of the pressure of the diminishing ratio of food supply to population in the older civilized States and represent the measures necessary to restore and increase that supply in order to check the rise of prices beyond the reach of those of small means.

If this motive—the pressure of the need for food—is really the controlling motive behind the commercial expansion of the undeveloped countries, it is a motive which is likely to be more persistent and more exacting in its pressure upon the supply of capital and more influential upon the rate to be paid for the use of capital than the mere needs of better terminal facilities and improved equipment on the railway systems of the great civilized countries.

I am not here to speak as an expert in regard to the needs of American railways. It is proper, however, for its bearing on the general economic problem, to quote the language of so high an authority as the Railroad Securities Commission, of which President Arthur T. Hadley, of Yale, was chairman, which reported to the President at the close of 1911 upon the subject of regulating the issue of railway securities. They expressed the belief in strong language that there must be large additional capital expenditure through the obvious means of the issue of new securities. Upon this point their report says:

> There is a widespread belief, based on imperfect examination of the evidence, that the amount of capital needed for the future development of our railroad system is small in proportion to that which has been required in the past; that the profits on such added investments of capital are reasonably well assured; and that we can therefore fix attention predominantly, if not exclusively, on the needs of the shipper without interfering with the necessary supply of new money from investors.
>
> It is quite possible that the building of additional railroad mileage will be far less rapid in the future than it has been in the past, but the capital needed for the development and the improvement of mileage already existing is enormous, even if we built no new mileage at all. The outstanding stock and debt of the railways in the United States averages less than $60,000 a mile of line. This figure is bound to be greatly increased in the immediate future * * *. The thousands of millions of dollars needed for these purposes must be raised by the sale of securities.

I have endeavored in this discussion to limit myself to a few simple propositions, which I think are well understood among the economists and have been sufficiently proved, so far as such matters are susceptible of exact proof. We have seen that there has been an advance in prices of commodities of a broad and general character. In so far as the advance in prices has been uniform in different industries, and in so far as the increase in the wages of labor has corresponded to the advance in prices, equality of conditions under the present value of the dollar has been established. The railways, however, have not shared in this advance in the money expression of services in any such degree as other industries and wage earners.

It is worth noting in this connection that if the commercial clients of the railways have in nearly all cases been able to obtain an increase in their receipts in money, corresponding to its diminished purchasing power, these clients have not been called upon to disburse in freight rates the ratable proportion of their increased charges to the consumer, and have from the enforced rigidity of such rates in terms of money transferred an unearned increment to their own coffers at the expense of the railways. The railways have not adapted their charges, as have other industries, to the change in the purchasing power of money. They have continued to sell their services for an amount which has remained comparatively fixed in money, but has declined greatly in purchasing power. Such additional capital as they have sought by the issue and sale of securities has been obtained on higher terms than in former years, while its purchasing power, in materials, in wages has been much less than in former years. The railways have been in the peculiar position of seeing prices rising all around them, while they have been unable to make advances proportionate to their changed relations to other industries.

If the value of the money received by the railways for their services has so seriously declined in purchasing power as to deprive them of the means of meeting their legitimate charges and obtaining new capital at its present rental price, they are not on an equality with other industries; they are receiving a much less proportionate share of the proceeds of the economic output of the country than that which they formerly received; and they are less capable of contributing their share to equipping this country for unfettered competition with other countries in the field of production and international commerce.

Mr. BROWNELL. Mr. Conant, do you understand that the increase in commodity prices and the decrease in the purchasing power of money and its relation to railway rates has already received consideration in other countries?

Mr. CONANT. Yes, sir.

Mr. BROWNELL. Do you understand that there has already been recognized in a number of countries other than the United States the necessity for an increase in railway rates to affect an adjustment of the conditions brought about by the diminished purchasing power?

Mr. CONANT. Yes, sir. In the leading European countries the effect of pressure of diminished purchasing power of money upon rates has been recognized and it is even now under discussion, or has been the subject of action already.

On that subject I think there could be nothing better, perhaps, than the presentation of a paper by Prof. Clement Colson, an eminent French railway man and economist, which was printed in the Revue Politique et Parlementaire. If it is the desire of the commission I will submit the original article as it appeared in that French periodical, together with a good translation into English.

Commissioner HARLAN. The original would be an added burden to the commission. I think the translation will do.

Mr. BROWNELL. Mr. Colson was formerly director of railways in the French ministry?

Mr. CONANT. Yes. He is a man very well known in both the practical and economical field in France, having been, and is now, in fact, a counselor of state. He was formerly director of railways in the French ministry of public works and professor of political economy in the Ecole Nationale des Ponts et Chaussees of Paris. That means that he was in the National School of Bridges and Highways, a governmental educational institution.

Mr. Colson has written a great deal on the railway problem and is usually asked to speak at the meetings of the International Railway Congress. He has also written a work on the general principles of political economy, one entire volume of which is devoted to railroad transportation.

Mr. BROWNELL. He is recognized as one of the most eminent European authorities on railway economics?

Mr. CONANT. Yes.

Mr. BROWNELL. The subject of the paper to which you refer is "The movement of prices and increases in railway rates"?

Mr. CONANT. Yes.

Mr. BROWNELL. He is also recognized as an eminent authority upon that subject?

Mr. CONANT. Yes.

Mr. BROWNELL. I will offer this paper, and ask that it be marked "Conant Exhibit No. 2."

(The paper referred to was received in evidence, marked "C. A. Conant Exhibit No. 2," and will be found at the end of this hearing.)

Mr. BROWNELL. I call your attention to a statement prepared by the Bureau of Railway Economics showing receipts per ton per mile and passenger mile, respectively, of the railways of the eastern district, for the years 1903 to 1912, expressed in terms of commodity prices. You have examined this statement, have you?

Mr. CONANT. Yes; I have examined it.

Mr. BROWNELL. You have examined also the diagram accompanying it?

Mr. CONANT. Yes.

Mr. BROWNELL. Does that statement accurately show the trend of the purchasing power of railway receipts?

Mr. CONANT. Yes; it shows it reduced to a percentage basis.

Mr. BROWNELL. Will you kindly explain what the table shows, and also explain the salient features of the table?

In the first place, I will offer this as "Conant Exhibit No. 3."

(The paper referred to was received in evidence, marked "C. A. Conant Exhibit No. 3," and will be found at the end of this hearing).

Commissioner HARLAN. Before you explain that exhibit, will you be kind enough to explain a little more in detail the meaning of the phrase "index number" in connection with certain tests that were referred to in the early part of your remarks?

Mr. CONANT. There are several ways of calculating the index number. But the simplest way, and I think the method pursued in the English index number, is to take the prices of a certain range of articles at the end of each month. I think in the case of own index numbers they are taken more often, but the other method will illustrate the point sufficiently. To take the prices at the end of each month of certain articles; to average those prices in such a way, first choosing a basis, to be determined in part by an examination of the figures, the basis to represent normal prices—but whether it represents normal prices is not material, so long as it affords a starting point. In the case of our own figures from the Bureau of Labor, the prices for the whole period of 1890 to 1899 were taken in order to obtain the normal. The normal having been obtained for each article, the price of the different articles, each by itself, is compared with the normal and is reduced to a percentage basis. In other words, if you find that a pound of beef cost 10 cents on an average between 1890 and 1899 and it costs 12 cents in 1902, your index number would become 120 or 1.2, whether you use the 1 or the 100 as a basis; and that, you see, reduces it to a common unit; it is an expression of the prices in terms of a common denominator which can be applied to any article. In other words, you get your percentage of increase or decrease for all of the articles, and then in order to get the general average you can add up those percentages and divide it by the number of articles, doing that for each year or each period chosen. You are able in that way to reduce pounds to tons and reduce other things to a common basis, or, at least, the prices for them. You reduce the price of each article to a percentage basis, which becomes the unit for the period taken, and you find the percentage of increase or decrease for each year, according as there is a rise or fall in prices. Having reduced that to a percentage basis, you can throw any number of articles together and divide the total by the number of articles.

Mr. LYON. In getting up these prices of commodities are the quantities taken into consideration? Just as an illustration, suppose silk hats should go up 100 per cent and steel rails should go up 2 per cent. What would be the average rise in the price of these two commodities?

Mr. CONANT. Originally, Prof. Falkner, in preparing the Senate report in 1891, took that into consideration. He deals with a large number of articles. I do not think he explained the effect of an increase of 100 per cent in silk hats; but the rise of 1 article out of 250 articles in an unusual time would not very much affect the correctness of the general average. Prof. Falkner took what was conceived to be the consumption of the average family of moderate means, and the amount of each article which they would consume, quoting the values. In fact, in the report of the Department of Labor you will find all of the articles set forth. As I say, the number being 250, it was found by computing it by the other method, which is called the weighted average, which is giving the proper weight and the importance of the article as an article of consumption, that the weighted average of the whole does not differ radically from the general average where the number of articles is large. It does differ radically where the number is small. With the two articles cited, silk hats and steel, you would have radical variations, due to the rise in hats, while the consumption of steel was relatively small.

An error of that kind was made in some of the early English papers, because beginning just before the Civil War, or during the Civil War, they included in a small number of articles four or five grades of cotton. Cotton went to very high prices, owing to the differences between the States and the conflict which resulted, and these English figures showed an enormous advance in three or four grades of cotton. As to the situation you suggest, these latter figures are not subject to large variations——

Mr. LYON. Then there is no answer to such a question as I have asked you? If silk hats go up 100 per cent and steel rails go up 2 per cent there is no way of giving the average increase in prices?

Mr. CONANT. Yes——

Mr. LYON. I mean the effect upon the public of the increase in price and the effect upon the individual of the average increase in the price of these two commodities.

Mr. CONANT. I do not know that I quite catch your question. You say there is no means of determining what the effect upon him is?

Mr. LYONS. What the burden upon the man is.

Mr. CONANT. The additional burden in that case would depend upon the amount of steel rails and the amount of hats he uses. That is dividable.

Mr. LYON. Is it?

Mr. CONANT. Yes. The figures of Prof. Falkner—but I do not know that he included these articles. He included all articles entering into the ordinary man's consumption. I do not know whether he differentiated between silk hats and derby hats.

Mr. LYON. How about steel rails?

Mr. CONANT. I do not know whether he included steel rails in the consumption of the average family. I think he did include railway fares. But the details of that are set forth in the report, and if you desire me to go into it in any detail I would like to look at the report again.

Mr. LYON. I understand every family uses steel rails in the ultimate sense, just as well as it uses food. I am seriously trying to get at what it means, if it is an important matter in the settlement of what is a reasonable rate.

Mr. CONANT. I will tell you in a moment all of the articles being used by the Department of Labor in determining these averages. I might say that this report takes the general average and does not undertake to distinguish between the general and the weighted average, because, as I say, Prof. Falkner worked that out and found that the ultimate result was very little different.

Mr. LYON. That is not the weighted average?

Mr. CONANT. It is not the weighted average.

Mr. LYON. That is just taking the price of a lot of commodities, seeing how much each one has advanced, adding them together, and then dividing it by the number of commodities selected?

Mr. CONANT. That is true of the figures of the Department of Commerce.

Mr. BROWNELL. Some of the tables given are of weighted average.

Mr. CONANT. I do not believe I gave that. That can be given, however, if it will add to the value of the report.

Mr. BROWNELL. But the results do not substantially differ?

Mr. CONANT. No.

Mr. LYON. If you can give the weighted average, I would like you to give it. Mr. Brownell states that it is easy to give.

Mr. BROWNELL. I beg your pardon. I asked him whether the results were substantially different.

Mr. LYON. If the results are substantially the same it can be easily ascertained.

Mr. CONANT. It was ascertained for only the period of a year by Prof. Falkner. Whether the figures have been computed for subsequent years I am not sure. I will endeavor to ascertain that and submit the figures, if it is desired.

Mr. LYON. I would like to have them, if they can be submitted. I would like to have the weights of the different commodities that go into the consumption of the average family, which includes everything, as distinguished from simply getting the difference in price, adding those differences together and dividing the sum by the total number of commodities.

Mr. BROWNELL. These tables were intended to show the relation of changes in the general exchange value of money?

Mr. CONANT. Yes, sir; that is all.

Mr. BROWNELL. Will you now proceed with your answer?

Mr. CONANT. As I understand it the question was simply whether this table was correct and corresponded to the figures presented in my own statement.

Mr. BROWNELL. I asked you to state the salient features shown by the statement.

Mr. CONANT. This table shows the course of average receipts per ton per mile and per passenger-mile, reduced to a percentage basis, using the figures of 1903 as a unit. It shows a decline from 100 per cent—the receipts of 1903 being taken as 100 per cent—in per ton-mile receipts to 1912 of 94.5 per cent. The passenger-mile receipts fell to 97.8 per cent. That was in money.

It also shows the index number of wholesale commodity price movements. Using the receipts of 1903 as a starting point, it shows that prices have advanced from 100 per cent in 1903 to 117.6 in 1912. That is shown in exactly the same way in my figures, except that they take a different year as a starting point.

Mr. BROWNELL. It is a comparison of 1903, with intervening years, with 1912. Then, the receipts are divided by the index numbers of commodities in order to show the purchasing power of receipts per ton-mile in each year. Taking 1903 as a basis, it shows that the freight receipts have fallen in purchasing power to 80.3 per cent and the passenger-mile receipts have fallen from 100 per cent to 88.1 per cent. The diagram illustrates that in a graphic form, taking 100 per cent as a basic point and showing the rise in commodity prices from parity up to 117.6 per cent, and the fall in the purchasing power of money received per ton-mile and per passenger-mile down to approximately 80 per cent, or 80.3 per cent.

Mr. BRANDEIS. You spoke of a fluctuation in commodity values and instanced as an illustration wheat. Can you give us the prices of wheat in Chicago in 1903, 1910, and 1913, say, for the month of December.

Mr. CONANT. I have not personally undertaken to compute these index prices. I have taken them from the official reports of the Department of Labor. I have not personally gone into the details, but I presume I can give you their figures on the prices of wheat.

Mr. BRANDEIS. The wholesale prices of wheat?

Mr. CONANT. I do not know whether they separate Chicago in these tables from other points or not.

We have here the wheat prices for different months in 1912. They are the prices for bushels of 60 pounds in Chicago on Tuesday of each week, quotations furnished by the secretary of the Chicago Board of Trade.

Mr. BRANDEIS. We have here a morning paper which gives the price of December wheat in Chicago at 88¾. Can you give us that for 1910 and 1903?

Mr. CONANT. I do not think they have it here. It can be ascertained from previous reports.

Of course an article like wheat is subject to wider fluctuations in some respects than some other classes or articles, like manufactured articles, because of the variations in supply.

Mr. **Brandeis**. Do you consider there is any tendency toward a reduction in prices at present, as compared with what prevailed until recently?

Mr. **Conant**. There has been, I think, in some articles a slight arrest of the increase, I should say, rather than a reduction.

Mr. **Brandeis**. A statement was made to me very recently and perhaps your investigations will enable you to testify on the point. It was stated to me very recently by the president of a company which has occasion to purchase coal cars in fairly large quantities that he was offered the cars at 20 per cent less than he had been offered a few months ago, and in the interval there had been a continuing reduction in the price at which they were offered. That indicates a 20 per cent decrease in the offering price, so far as that article was concerned.

Mr. **Conant**. I am not here, of course, to give expert testimony regarding railway equipment and that sort of thing. I should say that the fact that the car companies were compelled to reduce their prices in that manner was a verification of everything which I have contended—that the purchasing power of the railways has been greatly impaired.

Mr. **Brandeis**. Would it not perhaps indicate that the purchasing power of money was increasing?

Mr. **Conant**. No. I should say specifically but not generally; not unless the standard of expense fell in a great variety of other articles which the railways do not use.

Mr. **Brandeis**. But they do use that article, and if it is a fact that they could get that article for 80 per cent of what they could have gotten it a year ago or six months ago, it would be an important fact in this connection.

Mr. **Conant**. It would, if they had the money; yes.

Mr. **Thorne**. Have you made any investigation of the range of prices in railway supplies at all?

Mr. **Conant**. No; I have not undertaken to go into that. I have left that for the representatives of the railways to deal with.

Mr. **Butler**. With reference to this diagram in Exhibit No. 3. Take, for instance, the year 1912 and tell me whether the 80 per cent there shown, in the red line, between 80 and 85 per cent, is the percentage of 1912 receipts which are shown to be between 115 or 120 per cent on the percentage of 100 normal?

Mr. **Conant**. I understand that to be the result of dividing the fall in the money value of the receipts per ton per mile by commodity prices. In other words, if the receipts per ton per mile in money have remained at 100, that figure would be a shadow higher. But, you see, the money receipts fell 5½ per cent, and that is taken into account.

Mr. **Butler**. The red line showing percentage of 80 to 85 per cent is applicable to the 140 per cent receipts, but not to the 100 per cent?

Mr. **Brownell**. The lines show in graphic form simply what is shown in the figures in the statement in the upper part of the table.

Mr. **Conant**. Yes; the diagram shows approximately 120, or really 117.6 per cent as the rise in commodity prices. That has nothing to do with the freight receipts.

Mr. Brownell. They correspond to the figures given in the upper part of the table, do they not?

Mr. Conant. Yes.

Mr. Brownell. The diagram is simply a graphic expression of them?

Mr. Conant. Yes.

Mr. Butler. I do not understand it. Do these figures show that the receipts of 1912 were 120 per cent or what they were——

Mr. Conant. There is no such contention anywhere. There is no contention here that the receipts were 120 per cent.

Mr. Butler. Or 117.6 per cent.

Mr. Conant. No; those were the prices of wholesale commodities; they were not the receipts of railways.

Mr. Butler. The average receipts per ton per mile.

Mr. Conant. There is no 120 per cent in receipts per ton per mile. It drops from 100 down to 94.5. That 117 is the index number of wholesale commodity price movements.

Mr. Brownell. The average receipts per ton per mile for 1903 are assumed to be 100 per cent?

Mr. Conant. Yes.

Mr. Brownell. In 1912 the average freight receipts per ton-mile had fallen, in money, to 94.5 per cent, as compared with par in 1903?

Mr. Conant. That is correct.

Mr. Brownell. While during this period the general average of wholesale prices of commodities, taken as at par in 1903, had risen to 117 per cent for 1912?

Mr. Conant. That is correct.

Mr. Brownell. So that the 94.5 cents or per cent received from per ton-mile transportation of freight in 1912, if expressed in terms of commodity prices of average commodities, would be about 80.3 cents or per cent.

Mr. Conant. That is a correct statement of the proposition.

Mr. Cowles. It strikes me, from your statement, that you think the right thing for the railroads to do would be to increase their freight rates about 20 per cent and their passenger rates about 17 per cent. That is correct, is it not?

Mr. Conant. I am not arguing that point.

Mr. Cowles. Is not that the natural inference?

Mr. Conant. To restore the conditions of 1896; yes. I am not here to argue whether or not those conditions should be restored.

Mr. Cowles. From your figures is it not a fact that your proposed 5 per cent increase in rates will fall far short of what you consider to be the needs of the railways?

Mr. Conant. I do not feel that I am here to argue that. It would fall far short of restoring the conditions of 1896. Whether it would fall far short of the needs of the railways is a question for the railways to answer. I am here to speak only of the general aspect of the rise of prices.

Mr. Lyon. Will this witness explain what he means by restoring the conditions of 1896?

Mr. Conant. Simply in respect to the purchasing capacity of the railway earnings. I am not speaking of any other conditions.

Mr. Brownell. To restore the same basis of compensation which existed before there was a diminished purchasing power in the receipts?

Mr. **Conant**. Yes.

Mr. **Brownell**. Assuming that the rates remained the same?

Mr. **Conant**. Yes.

Mr. **James**. You are speaking now in ton-miles?

Mr. **Conant**. Yes.

Mr. **Lyon**. It is your idea, when speaking of restoring the conditions, that the reduction in the rate per ton-mile in 1890 to 1912, is it your idea that by that fact alone the returns to the carriers have decreased?

Mr. **Conant**. No. The returns to the carriers have decreased by reason of the larger disbursements they have to make, and by reason of the higher range of wages and all that sort of thing. The restoration of the receipts per ton per mile in money would far from counteract the effect of the decrease in the purchasing power of the money.

Mr. **Lyon**. I understand that, but it is because the rate per ton-mile in 1912 is a certain sum less than it was in 1896 that you have built up this Exhibit 3, and the implication is that these ultimate figures—these red lines, if I understand them—express the disadvantage to which the carrier has been subjected by the decrease in the rate per ton-mile?

Mr. **Conant**. That is not——

Mr. **Lyon**. If it does not mean that what does it mean?

Mr. **Conant**. It means that the purchasing power of the money has decreased; not that the mere money receipts have decreased. The mere money receipts, according to these figures, have decreased only 5½ per cent. The whole purpose of my original statement was to show that the purchasing power of the money has decreased.

Mr. **Lyon**. Then your Exhibit No. 3 is not offered here to indicate that the carriers have suffered any injury by this decrease in the rate per ton-mile?

Mr. **Conant**. They have suffered an injury to the extent of 5½ per cent, on the face of the figures.

Mr. **Lyon**. Is your Exhibit 3 intended to express the fact to this commission and to the public that because the rate per ton-mile has decreased between 1896 and 1912 that therefore the railroads have suffered injury, and have lost money, as indicated by that table?

Mr. **Conant**. No. You seem to regularly omit the effect of the decreased purchasing power of the money. That was the object of my statement——

Mr. **Lyon**. I wanted to make clear the purpose for which you offer it. Do you offer that on behalf of these railroads for the purpose of impressing this commission with the idea that because the rate per ton-mile has decreased from 1896 to 1912, that therefore the railroads have suffered a disadvantage?

Mr. **Conant**. Yes.

Mr. **Lyon**. If it is a fact that between 1896 and 1907 the railroads showed a substantial improvement in their financial situation, and at the same time the prices of commodities have increased as indicated by your statement, what would that indicate to you, from the result of railroading?

Mr. **Conant**. I am not here to answer questions about railroad management, and I do not think I should be asked to answer such questions. I am here simply to talk on the general economic aspect of the rise in prices.

Mr. LYON. I will put the question in this way: If what I have stated is a fact, what would be your opinion as to whether what you have stated, as to the effect of the increase of prices of commodities, has had the effect upon the railroads of decreasing their returns?

Mr. CONANT. I do not quite understand that question.

Mr. LYON. I understood you to say that the prices of commodities have advanced on the average from 1896 to 1908, and from that I thought that the purpose of your testimony and the purpose of this statement was to show that the railroads had suffered some disadvantage and that they ought to have higher rates. Isn't that the purpose of your testimony?

Mr. CONANT. That would be the natural inference; yes.

Mr. LYON. If the records show that during that period of time the railroads were highly profitable and that their profits increased largely from 1896 to 1907 or 1908, would that affect your theory?

Mr. CONANT. I think not, because my theory deals with present conditions. As to the history of the railroads, and what reasons they may have had, or what reasons may have caused the increase in net earnings in 1907, is a question that I do not feel competent to answer, and I do not think that line of questioning should be followed.

Mr. LYON. Then the commission can not draw any inferences from the statements you have made or the figures that you have given to the effect that the railroads have suffered injury by reason of this average increase in the price of commodities.

Mr. BROWNELL. Is that a statement or a question?

Mr. LYON. I do not know.

Commissioner HARLAN. Then please ask the question.

Mr. LYON. I asked if the commission could draw any inferences from his statement that the carriers had suffered any injury by the increase in the price of commodities?

Mr. CONANT. I can not say as to what inferences the commission could or should draw. In my opinion I have shown a general increase in the price of commodities which would affect the railroads adversely. If it is the purpose to show that special circumstances have prevented the railroads from being affected adversely. I do not pretend to argue that point, except so far as my eyes, resting upon these figures, see that the net earnings and purchasing power of their receipts have been very greatly impaired.

Mr. LYON. Do you understand that that is the fact, that between 1896 and 1907 the figures before your eyes show that their net earnings have been impaired?

Mr. CONANT. They show that the net purchasing power of their average receipts has been impaired. As to their balance sheets, I have not investigated those, and do not propose to discuss them.

Mr. LYON. By net earnings you mean the rate per ton-mile?

Mr. CONANT. Yes; I mean the rate per ton-mile; and they show a decline not merely in money but in purchasing powers.

Mr. BROWNELL. Of every dollar of receipts?

Mr. CONANT. Yes.

Mr. LYON. You have not examined the question as to the actual return to the carriers, but base your statement upon the rate per ton-mile exclusively?

Mr. CONANT. Very largely, but not exclusively. I am aware from the statements submitted here and from other sources that their receipts have been very much impaired, but I have not undertaken, as a railroad accountant, to analyze what they were in 1907 and prior years.

Mr. LYON. In 1910 the New York Central and the Baltimore & Ohio Railroad submitted a statement to this commission which showed that the prices of material which they use on the railroad had substantially decreased as compared with 1907 and compared with the average of 10 years previous. Would that indicate to you that those railroads were not subject to this general increase in the price of commodities?

Mr. BUTTERFIELD. We challenge that statement of fact, if your honor pleases, and we ask that the record be submitted to Mr. Conant before he should be called upon to answer the question.

Commissioner HARLAN. The question seems to be proper. That is subject to verification.

Mr. LYON. That statement was filed by those railroads in 1910. That is in my brief.

Commissioner HARLAN. State your question again, Mr. Lyon.

Mr. LYON. If it is a fact that the price of commodities used by the railroads decreased in 1910, as compared with the average price for the 10 years previous, does that indicate to your mind that the average increase in the wholesale price of commodities, as gotten out by the Government, in this report to which you have referred, does not affect the railroads?

Mr. CONANT. If it applied to all commodities it would not affect them. Of course you are leaving out the question of wages.

Mr. LYON. I am speaking now of the cost of materials.

Mr. CONANT. You are limiting it to the cost of materials. It is a hypothetical question and my answer must necessarily be that if they are obtaining goods cheaper they are obtaining them cheaper.

Mr. BROWNELL. You have considered the decline in the general purchasing power of the receipts of the railroads, have you not?

Mr. CONANT. Yes.

Mr. BROWNELL. That decline in the receipts of any one dollar would be the same as the decline in the receipts of another dollar, would it not?

Mr. CONANT. Yes; that is correct.

Mr. BROWNELL. It is simply a decline in the purchasing power of money?

Mr. CONANT. Yes.

Mr. BROWNELL. A decline in the purchasing power of the receipts of the railroad company, including the portions of their revenues which are devoted to the payment of interest charges and also to wages?

Mr. CONANT. Yes.

Mr. BROWNELL. And that which is used for their margin of safety, surplus, and for the repayment of capital as distinguished from interest? I mean dividends.

Mr. CONANT. Yes; it is applied to all of those purposes.

Mr. BROWNELL. In your opinion the general purchasing power or exchange value of all of this money, used for whatever purpose it may be used, the general value of it in exchange has depreciated, as you have stated?

Mr. CONANT. Yes; there is no question about that.

Mr. BROWNELL. With respect to the question of material cost, that cost is dependent not only upon the price of the unit of material, but upon the quantity and quality required to be used for a given purpose, is it not?

Mr. CONANT. Yes, sir; I should say so.

Mr. BROWNELL. So that the material cost may increase, or possibly may decrease, although the unit price may take a different trend?

Mr. CONANT. You mean that better materials may be used?

Mr. BROWNELL. Better materials, or a greater quantity required to be applied to certain purposes, such as the movement of a unit of traffic.

Mr. CONANT. Yes; that is possible.

Mr. LYON. You are not comparing one year with another year as to the same kinds of lumber, but the latter year as to a better kind of lumber. Is that what I understand to be asked by Mr. Brownell?

Mr. BROWNELL. I did not ask him that.

Mr. CONANT. I did not make any comparisons myself.

Mr. LYON. No; you were simply saying yes or no to Mr. Brownell's questions.

Mr. CONANT. You must ask Mr. Brownell.

Mr. LYON. I think it is an important fact. Mr. Brownell asked you if the kinds of material had not improved in character.

Mr. BROWNELL. I dislike to sit here and listen to misstatements of questions and answers. Of course, it is unintentional.

Commissioner HARLAN. The suggestion seems to involve the possibility that different classes of material might be used—more expensive material, better material, or a different quantity.

Mr. LYON. Or different classes of material.

Mr. BROWNELL. Mr. Conant has not undertaken to enter into the question of the cost of material or the prices. He is simply testifying as to the decrease in the general purchasing power of money receipts.

Commissioner HARLAN. It is within the scope of proper cross-examination for counsel to ascertain just what thought was in the witness's mind. You may proceed with your question, Mr. Lyon.

Mr. LYON. In the comparison of prices, to which you have made reference in the report and upon which your statements are based, do you understand that those prices refer to material of the same character in one year compared with materials of a different character in another year?

Mr. CONANT. So far as the figures in this report are concerned, I understand that they refer as far as practicable to materials of the same character. I am not considering the question of whether the railways purchased materials of better or worse character. That is not involved in my original statement or in the report of the Government.

Mr. LYON. That is the way I understood your testimony. I understood Mr. Brownell to say that it was material of different character.

Mr. **Brownell.** No such statement was made, sir.

Mr. **Brandeis.** Nor do you propose in your answer to assume anything as to whether or not the particular materials bought by the railroad companies are more expensive or less expensive than they formerly were?

Mr. **Conant.** No. So far as specific materials are concerned, I have not undertaken to express myself.

Mr. **Thorne.** In your printed statement on page 34 we find this broad generalization of the results of previous years: "The prices of outstanding securities fall, making them unsalable in the hands of their holders except at a loss," etc. Do you refer there to both stocks and bonds when you use the phrase "securities"?

Mr. **Conant.** So far as the increase in the demand for capital is concerned, it is possible that outstanding stocks would be governed by the return. In so far as the return is variable and can be advanced to meet the depreciation in the value of money, the prices would not fall so much, perhaps, as on bonds. The return being fixed on bonds, they are most definitely subject to the law. The stocks would not suffer if they were stocks of prosperous corporations that could increase the dividends.

Mr. **Thorne.** As a matter of fact, if railway stocks have not been increased by a given company—that is, the total stocks outstanding have not been increased by a given company—and they have in the meantime increased their density of traffic to such an extent that they can increase the return on the stocks, this law does not apply at all on those railway stocks; but the contrary might be true, namely, that they would become more valuable in the hands of the owners?

Mr. **Conant.** If the railways' earnings were such as to permit them to pay increased dividends on their stock that would be true.

Mr. **Thorne.** You have made no investigation as to the range of railway-stock prices from the year 1896 to 1912?

Mr. **Conant.** In a general way, but not such as would permit of me answering a definite question. I know, of course, that they rose to a very marked degree during what might be called the "boom" periods, but that they have fallen off a great deal lately. I think other witnesses are prepared to give greater detail in regard to that question.

Commissioner **Harlan.** I had a question of doubt like that expressed by Mr. Thorne, as to what you meant on page 37 of your printed statement, where you say that the aggregate of national negotiable securities depreciated during the year 1912 alone by a sum of 1,806,000,000 francs, or 3.12 per cent. Are those securities bonds or stocks?

Mr. **Conant.** That included both.

Commissioner **Harlan.** In case that included stocks, would that necessarily be instructive on this question of the fall in the price of money?

Mr. **Conant.** If that included stocks, yes; because I think it is fair to assume that the average stock has not greatly increased its earning power. In cases where the stock had increased its earning power and was able to pay its stockholders enough to offset the decrease in the purchasing power of money, they would sell at higher prices rather than lower prices; but the general range I think you will find in all of these securities practically, with here and there an exception, has shown a tendency to decline because of the demand for capital.

Commissioner HARLAN. But your figures are confined on that point to one year. As other factors enter into the price of stock, that would not necessarily have any relation whatever to the value of money.

Mr. CONANT. Yes; that is possible. Here we have 85 per cent of the securities listed on the Paris Bourse covered in that table.

Mr. JAMES. Will you kindly turn to pages 22, 23, and 24 of your statement? I want to take up the heading "Purchasing power of freight earnings."

In treating of the subject of the purchasing power of freight earnings you have taken but one unit, the unit of ton-miles?

Mr. CONANT. That is all. This other table shows the passenger-miles.

Mr. JAMES. In selecting that unit what was the source from which you drew it? What did you have access to in selecting that unit?

Mr. CONANT. For the recent years to the report of the statistician of the Interstate Commerce Commission and for years prior the figures were obtained from Poor's Manual.

Mr. JAMES. In selecting that unit did you have access to the printed reports made by the president and board of directors of the railroads to their stockholders? Did you have access to those reports?

Mr. CONANT. Do you mean did I go beyond the reports of the statistician of the Interstate Commerce Commission?

Mr. JAMES. Did you have access to the reports made by the board of directors and president to the stockholders?

Mr. CONANT. No; I took only the figures given by the statistician of the Interstate Commerce Commission.

Mr. JAMES. In selecting this unit you have taken gross returns of freight earnings as your factor and not the net returns?

Mr. CONANT. I believe that is true.

Mr. JAMES. In examining these statistical reports made by the commission and in examining Poor's Manual, did you consider the fact of the loaded car-mile earnings or the loaded train-mile earnings at all?

Mr. CONANT. No; I do not think I did. I thought the figure was representative for the periods that were chosen.

Mr. JAMES. Did you consider what elements entered into the fixing of the units of ton-mile earnings that you selected, or what influenced it as to its increase or decrease?

Mr. CONANT. Do you mean as to whether different classes of freight would alter it?

Mr. JAMES. That might be one element.

Mr. CONANT. I did not enter into an accounting examination of it. Of course I realize that it might possibly cause slight fluctuations, but I presume that on the whole average it would not.

Mr. JAMES. Did you give any thought whatever as to what elements would enter into the subject of loaded freight-car earnings and loaded train-mile earnings, or did you give any thought at all to car-mile earnings and train-mile earnings?

Mr. CONANT. No. I took this as a representative figure.

Mr. JAMES. What you have done here is to find out what commodities you could convert freight ton-mile earnings into; the excheangeability or relative exchangeability at different periods of time of ton-mile freight earnings into some other commodities.

Mr. CONANT. Do you mean as shown by the index numbers?

Mr. JAMES. Yes.

Mr. CONANT. Yes, sir.

Mr. JAMES. You did not endeavor, however, to use the unit of net ton-mile freight earnings, but you used the gross freight ton-mile earnings; that is true?

Mr. PATTERSON. What is meant by net ton-mile earnings?

Mr. JAMES. Just a moment, please.

Mr. CONANT. I took the figures as given by the Interstate Commerce Commission of the average receipts per ton-mile.

Mr. JAMES. And those, as you have stated before, are gross figures?

Mr. PATTERSON. He did not say anything about that.

Mr. JAMES. I asked him before whether he said they were gross figures, and he said that they were gross. Were they gross or not?

Mr. CONANT. I really do not know; but I assume they are gross.

Mr. JAMES. You did not seek, however, to find the convertibility of loaded freight-car mileage earnings and loaded freight-train mileage earnings as into commodities, as per your index-number system, did you?

Mr. CONANT. No; I took this as representative.

Mr. JAMES. To express it metaphorically, as expressed by the railroad men, the railroads manufacture loaded car-miles and loaded train-miles.

Mr. CONANT. I suppose it can be put that way.

Mr. JAMES. What the railroad purchases is labor, supplies, and materials for the purpose of manufacturing—using the expression metaphorically—loaded car-miles and loaded train-miles?

Mr. CONANT. It does those things. I do not mean to say that that is all it does.

Mr. JAMES. The test as to what a carrier can do with its loaded car-mile earnings and train-mile earnings is to measure by the margin of utility of its equipment?

Mr. CONANT. I do not feel capable of answering those purely technical questions.

Mr. JAMES. You have converted one into the other in these tables. My judgment is that you have sought to convert train-mile earnings into commodities——

Mr. CONANT. Only to show relations.

Commissioner HARLAN. Counsel can argue that point. The witness has not understood it that way.

Mr. JAMES. I do not wish to argue the matter. I am laying a foundation for further cross-examination at a future time and want to understand some of the factors that he has used. Have you considered as a factor the utility of equipment in determining——

Mr. CONANT (interposing). No; I have not taken any factors but those which I regarded as representative.

Mr. JAMES. Is it not true that net car-mile earnings and net train-mile earnings are better factors and truer factors and a better index than gross loaded car-mile earnings and loaded freight train-mile earnings?

Mr. PATTERSON. These are ton-mile——

Mr. JAMES. I am going into car-mile earnings.

Commissioner HARLAN. The question seems to be proper. The reporter will repeat the question.

(The reporter repeated the pending question.)

Mr. CONANT. A better index of what?

Mr. JAMES. A better index of the convertibility of earnings of the carrier than the gross.

Mr. CONANT. No; I should say not. As I understand it, in determining the purchasing power of the receipts we wanted to arrive at their purchasing ratio. The question of net earnings per car or per mile, I should say, would be quite irrelevant to this proposition.

Mr. JAMES. Your proposition as you really have depicted it here has no reference whatever to these mile earnings. It is simply what a dollar will buy.

Mr. CONANT. It is, practically, what a dollar of receipts will buy.

Mr. JAMES. Is not a true factor as to what the railroad purchases what it can exchange for something else?

Mr. CONANT. Do you mean its net income?

Mr. JAMES. Net or gross. What it can purchase——

Mr. CONANT (interposing). That would be an extremely variable rule to apply as a test of the increase or decrease of its purchasing power in terms of money.

Mr. JAMES. Have you not a true factor which you have selected in your statements on pages 22 and 23, your heading on page 24, and your heading on page 25, where you have taken as your factor the convertibility of ton-mile earnings into commodities purchased, as per your index?

Mr. CONANT. Into the commodities purchased in the general market. It is not intended to be limited to commodities purchased by the railroads.

Mr. JAMES. I understand that is in the general market. I am asking you if that is not true. Do I correctly understand that exhibit—the convertibility of gross train-mile freight earnings into commodities?

Mr. CONANT. Yes; into commodities generally, but I could not say that showing net figures would afford any guide at all to the purchasing power of money.

Mr. JAMES. I wanted to get your idea as to whether it was gross or net. I wanted to bring out with clearness what you are dealing with. You have not made any tables as to the convertibility of gross train-mile earnings into commodities or gross car-mile earnings into commodities, have you?

Mr. CONANT. No; I have not.

Mr. BROWNELL. The purchasing power of a dollar would be the same whether you call it a dollar from the gross earnings or a dollar from the net earnings, would it not?

Mr. CONANT. Yes.

Mr. BROWNELL. Every dollar is the same at a given time?

Mr. CONANT. Yes.

Mr. BROWNELL. Is it a fact that what you have considered here broadly is the purchasing power at different times and the decline in the purchasing power of the money receipts of the railroad company, which it receives from the application of its rates?

Mr. Conant. Yes, sir; that is what I have sought to show.

Mr. Brownell. And one illustration of it is the rate per ton per mile?

Mr. Conant. Yes.

Mr. Brownell. That is only one illustration, is it not?

Mr. Conant. Yes; that is one illustration.

Mr. Brownell. But the underlying fact is the purchasing power of the money received by the railroads for transportation services?

Mr. Conant. Yes.

Mr. Brownell. That is, the receipts of the railroad company are the result of the application of rates, and that is the only way it receives its money. Is not that so?

Mr. Conant. Of course they have miscellaneous receipts.

Mr. Brownell. I mean so far as transportation is concerned?

Mr. Conant. Yes.

Mr. Brownell. These rates are money rates?

Mr. Conant. Yes.

Mr. Brownell. The aggregate of them make up its revenues or receipts from transportation?

Mr. Conant. Yes; with the miscellaneous receipts.

Mr. Brownell. And you have considered the changes in the purchasing power from time to time of the dollar unit comprising these receipts?

Mr. Conant. Yes; that is all I have aimed to do.

Mr. James. Mr. Conant, on pages 22, 23, and 24 you have not taken money received generally, but you have taken money received as per ton-mile, which is the unit you have used there?

Mr. Conant. Yes.

Mr. James. Let me ask you if it is not correct for me to say this: Your heading should read not "The purchasing power of freight earnings," but "The purchasing power of gross ton-mile freight earnings." Would not that be a more correct title considering the subject matter which follows it?

Mr. Conant. That would be more precise perhaps.

Mr. Lyon. If the amount of money has doubled in a given time and an industry has doubled in the same time, what would be the effect upon the value of a dollar?

Mr. Conant. Speaking broadly and leaving out a multitude of side issues, you might say that the value of the dollar would remain substantially the same.

Mr. Lyon. If the industry has multiplied more rapidly than the value of money, then what happens as to the value of the dollar?

Mr. Conant. Then the value of the dollar would increase.

Mr. Lyon. It would increase?

Mr. Conant. If the products increased more rapidly than the value of money, then the value of money would increase but prices would fall. You would get more goods for your money.

Mr. Lyon. That is what I thought.

Mr. Cowles. Do you deal with labor as a commodity in your figures?

Mr. CONANT. I do not think it appears in the figures of the Bureau of Labor now. These are the prices of commodities. We deal with it, of course, as it enters into the production of these commodities.

Mr. COWLES. The point I wanted to make is this: Is it not a fact that the dollar paid to the labor to-day brings a bigger return and gives a bigger service to the railways than it did 10 years ago?

Mr. CONANT. Possibly a little. But that is a technical question that I would prefer not to answer.

Mr. COWLES. Has not that question been settled within the last few weeks at the hearing at New York?

Mr. CONANT. I have no knowledge of that, and could not answer that question affirmatively or negatively. I think through the increased efficiency of machinery, speaking of industry in general, the ability of labor has been increased somewhat, but not necessarily the value of a dollar, because the laborer has demanded his full share of the increase.

Mr. COWLES. You get more out of his labor, do you not?

Mr. CONANT. Not for the same money, probably.

Mr. COWLES. For that reason wages are increasing, and at the recent hearing in the city of New York——

Mr. CONANT. I can not testify as to a recent hearing.

Mr. JAMES. You do not claim to have any personal knowledge as to whether the increase in efficiency has not been in proportion to the increase in wages?

Mr. CONANT. You mean on railways?

Mr. JAMES. Yes; I am speaking of railways.

Mr. CONANT. No; I would not pretend to speak specifically of the railways, and you would not care for any expression of opinion on any other branch of the subject.

Mr. GARRISON. Have you considered the question as to the purchasing power of the revenue per ton-mile as applied to the particular commodities which the railroads purchase?

Mr. CONANT. No. I understand that will be taken up by other witnesses. I have not considered that.

Mr. GARRISON. In this Exhibit No. 3, under the heading "Index number of wholesale commodity price movements," what commodities have you taken as a basis?

Mr. CONANT. All of those mentioned in the Bureau of Labor report. There are 250 of them.

Mr. GARRISON. Out of those 250 commodities, how many are purchased by the railroads?

Mr. CONANT. Quite a number—lumber, building materials, etc.

Mr. GARRISON. Will you go over them and state definitely how many are purchased by the railroads and how many are not?

Mr. CONANT. I do not think I care to do that, because there are other witnesses who will testify more particularly regarding the railways. At random, here are lumber, instruments——

Commissioner HARLAN. I think that will be developed later, and we will not stop for that now.

Mr. CONANT. There is a great variety of articles, and a great many of them are used by the railroads.

Mr. GARRISON. You have not prepared any tabulation which shows the purchasing power of the revenue per ton-mile as applied to those particular commodities which the railroads purchase?

Mr. **Conant.** No.

Commissioner **Harlan.** You have stated that that will be developed later?

Mr. **Conant.** I so understand.

Commissioner **Harlan.** Are there any further questions of this witness?

Mr. **James.** He understands that he is subject to be recalled?

Commissioner **Harlan.** Yes. We will take a recess at this time until 2 o'clock.

(Whereupon, at 12.35 o'clock p. m., a recess was taken until 2 o'clock p. m., Wednesday, December 10, 1913.)

AFTER RECESS.

Met at 2 o'clock p. m., pursuant to the taking of recess.

Mr. **Thorne.** If your honor please, I desire to make a short statement.

I am authorized to enter my appearance in this proceeding for the Railroad and Public Service Commissions of the following eight Western States: Iowa, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Arkansas, and Missouri. The Hon. Henderson S. Martin, chairman of the Public Utilities Commission of Kansas, was selected to represent this group of Western States and entered his appearance, together with Judge Henderson, at the last hearing, but his appointment as Vice Governor General of the Philippine Islands by President Wilson has caused his withdrawal and my selection.

In selecting some one to present the side of the public in these States these commissions have gone no further than did the Interstate Commerce Commission in the appointment of Mr. Brandeis. We do not confine our consideration to any particular commodities, but to the horizontal advance on all freight. These commissions have not prejudged the issues. I am simply here to help Mr. Brandeis and the others in trying to develop fairly and thoroughly the interests of the shippers and consumers of these Western States. The laws, both Federal and State, place this duty upon these State commissioners in all interstate matters affecting them. We are deeply concerned. Fully 90 per cent of the class traffic in my State will be directly affected by the advances proposed in this case.

Charles P. Crawford was called as a witness in behalf of the Erie Railroad Co., and, being first duly sworn, testified as follows:

Direct examination:

Mr. **Brownell.** Mr. Crawford, where do you reside?

Mr. **Crawford.** Upper Montclair, N. J.

Mr. **Brownell.** You are the comptroller of the Erie Railroad Co.?

Mr. **Crawford.** Yes, sir.

Mr. **Brownell.** And also of the other railroad companies embraced in what is generally known as the Erie system?

Mr. **Crawford.** Yes, sir.

Mr. **Brownell.** How long have you occupied that position?

Mr. **Crawford.** Since February, 1910.

Mr. Brownell. Prior to that time how long were you connected with the Erie Railroad Co. and its associated companies?

Mr. Crawford. For 17 years prior to that time I was in the accounting department of the Erie Railroad Co. and employed in various clerical and official positions.

Mr. Brownell. As comptroller you are the chief accounting officer of the various companies you represent?

Mr. Crawford. Yes, sir.

Mr. Brownell. During all the time you have mentioned that you have been connected with the company as comptroller and in other capacities you have been familiar with the accounting affairs of the company?

Mr. Crawford. Yes, sir.

Mr. Brownell. I call your attention to the so-called 11-year statement, or statements, one showing the property investment and income accounts of the Erie Railroad system and the other showing total operating revenue, expenses, and taxes of the Erie Railroad system. These statements were introduced in evidence at the last hearing in connection with the others in classification territory. Will you state whether these statements were prepared under your direction and immediate supervision?

Mr. Crawford. They were.

Mr. Brownell. Do they show the matters covered by them correctly, to the best of your knowledge and belief?

Mr. Crawford. They do.

Mr. Brownell. In connection with these statements, did you cause to be prepared an analysis showing some of the salient features?

Mr. Crawford. Yes, sir.

Mr. Brownell. This analysis was not introduced at the last hearing, and I therefore ask that it be marked in evidence as "Crawford Exhibit No. 1." I will say that this is in line with similar analyses that were presented on behalf of the other roads at the last hearing.

(The statement referred to, offered in evidence, was marked "Exhibit Crawford No. 1," and will be found set out in full at the end of this hearing.)

Mr. Brownell. Mr. Crawford, have you reduced to writing a statement of what you regard as the more salient features comprised in the so-called 11-year statement?

Mr. Crawford. Yes, sir.

Mr. Brownell. And you have a copy of the same?

Mr. Crawford. I have.

Mr. Brownell. Are the statements contained in it correct, to the best of your knowledge and belief?

Mr. Crawford. They are.

Mr. Brownell. I will offer that statement in evidence, and ask that it be marked as "Crawford Exhibit No. 2."

(The statement referred to, offered in evidence, was marked "Crawford Exhibit No. 2," and will be found set out in full at the end of this hearing.)

Mr. Brownell. Proceed with your statement, Mr. Crawford.

Mr. Crawford. These statements for Erie Railroad system cover all railroad companies whose properties are operated by Erie Railroad Co.: Chicago & Erie Railroad Co.; New York, Susquehanna & Western Railroad Co.; Wilkes-Barre & Eastern Railroad Co.;

New Jersey & New York Railroad Co.; and Bath & Hammondsport Railroad Co., together with their leased and operated lines. A full list of the corporations included in the system statements is submitted with the analysis accompanying the 11-year statements. The operations of the following companies, whose capital stock is owned jointly by companies included in the Erie system and by companies outside the Erie system, are not included in these statements: Akron & Barberton Belt Railroad Co.; Buffalo Creek Railroad Co.; Chicago & Western Indiana Railroad Co.; Belt Railway Co. of Chicago.

The revenues and expenses of the Erie Railroad Lake Line, a line of steamers on the Great Lakes owned and operated by Erie Railroad Co., are included in the items entitled "Outside operations."

The item "Capital obligations" includes only the capital stock, bonds, equipment trust certificates, notes, and other funded obligations of the companies included in the system, owned by the public or by other companies outside the system. All system intercorporate holdings have been eliminated to avoid duplication, and the statement shows the par value of securities outstanding with the public.

RETURN ON PROPERTY INVESTMENT.

In 1913 the property investment of Erie Railroad system had increased $88,459,748 since 1903, or 24.26 per cent, while its net operating revenue increased only $1,701,404, or 9.36 per cent, and its net operating income decreased $799,205, or 4.76 per cent. During the same period its gross operating revenue increased $19,133,219, or 39.70 per cent, showing greatly increased service to the public. The Erie system, in 1913, fell $799,205 short of receiving any additional return on its great increase in investment, although it rendered a greatly increased amount of transportation service to the public. The percentage of its return on property investment, as shown by its net operating income, was 4.60 in 1903, 3.89 for the 5-year average 1903 to 1907, 3.68 for 1910, 3.78 for 1911, 3.03 for 1912, and 3.53 for 1913. Comparing 1913 with 1910, there was an increase in property investment account of $24,617,024, or 5.74 per cent, and the gross operating revenue in 1913 exceeded that in 1910 by $8,247,449, or 13.96 per cent. Notwithstanding this increased investment in road and equipment devoted to the service of the public and this increased transportation service, the net operating income in 1913 was only $201,230, or 1.28 per cent, more than in 1910, while there was an actual decrease in the rate of return on property investment from 3.68 to 3.53 per cent.

MILEAGE.

Since 1903 the miles of first main track operated by the system have increased only 110.43, or 4.50 per cent, while the miles of all tracks operated have increased 836.07, or 17.65 per cent, showing that the development of the system has been intensive rather than extensive and small, as compared with the increase in population and traffic in the territory served. The increase in first main track is principally due to the construction of new low-grade freight lines, such as the Erie & Jersey Railroad, Genesee River Railroad, and the Columbus & Erie Railroad. These lines contribute practically no new business, but were built to avoid heavy grades on the old main line and to promote greater efficiency and economy in the operation of freight trains. The increase in mileage of all tracks includes 535 miles of additional main tracks and 301 miles of other tracks and sidings. The item "property investment" shows the book value of the road and equipment of the companies comprised in the Erie Railroad system. It does not include the cost of securities. In several instances where the general books of subsidiary companies whose lines are embraced in the system were not available we have used the figures shown in the annual reports of those companies to the Interstate Commerce Commission or to State commissions, and in the case of a few companies which are not reporting companies and where no other record was obtainable we have shown the property investment as equaling the par of the company's capital obligations.

Property investment increased over $88,000,000 during the period between 1903 and 1913, while the increase in capital obligations during this same period was about $54,000,000. This excess in increase in property investment over the increase in capital obligations is the result of the application of about $34,000,000, being a large part of the companies' current income to these purposes instead of to a distribution to capital—these expenditures being for objects which would ordinarily be provided for from new capital.

Additions to property investment account have averaged over $8,000,000 per year for the 10 years preceding 1913 and amounted to $12,795,044 in 1913. These expenditures were made for additional tracks and sidings, additions to terminals and stations, elimination of grade crossings, additions to and improvement of equipment, bridges and other structures, automatic signals and interlocking plants and other safety devices, and other improvements properly chargeable to capital account, and for the increased safety and convenience of the public and the more satisfactory and efficient handling of traffic. While much has been done in this direction, much more which the management of the companies desired to do has necessarily been left undone. The proper and necessary future annual expenditures for these purposes will not be less than in the past, but should be greatly increased if the necessary capital can be secured on proper terms.

CAPITAL OBLIGATIONS.

The outstanding capital stock of the companies embraced in the system (eliminating intercorporate holdings) is substantially the same now as in 1903. The total capital obligations in 1903 amounted to $391,162,466, and by 1913 had increased to $445,628,547, an increase of $54,466,081, or 13.92 per cent, in the 11-year period. The ratio of capital stock to total capital obligations has steadily decreased from 47.21 per cent in 1903 to 41.47 per cent in 1913.

The funded debt, including notes issued for capital obligations, has increased $54,327,731 in the period from 1903 to 1913, an increase of 26.31 per cent, while the increase in property investment was over $88,000,000 during the same period. About one-half of this increase in funded debt is represented by so-called short-term notes which bear a relatively high rate of interest. About $8,000,000 of this increase consists of equipment trust obligations. With the exception of a small amount of its Pennsylvania collateral bonds sold in 1908, the Erie Railroad Co. has not succeeded in marketing any bonds since 1906.

NET CORPORATE INCOME.

The net corporate income of the system was $9,626,323 in 1903, an average of $6,727,195 for the 5-year period 1903 to 1907; $7,243,866 in 1910, $7,075,830 in 1911, $4,627,823 in 1912, and $8,912,741 in 1913. The average net corporate income for the 5-year period from 1908 to 1912 shows a decrease of 33.45 per cent as compared with the average net corporate income for the 5-year period from 1903 to 1907, and it is interesting to note that the average net operating income for the period from 1908 to 1912 shows a decrease of 8.13 per cent as compared with the average net operating income for the 5-year period 1903 to 1907. Net corporate incomes plus interest on funded debt—i. e., the fund available for interest and dividends and as a margin for the basis of credit—bore the following ratio to total capital obligations, namely, 5.01 per cent in 1903, 4.21 per cent for the 5-year period 1903–1907, 4.42 per cent in 1910, 4.37 per cent in 1911, 3.66 per cent in 1912, and 4.68 per cent in 1913.

A considerable part of this net corporate income was not derived from rates charged for transportation services or other railroad operations, but was derived from outside investments and included in the item "Other income." This "Other income" amounted to over $2,800,000 in 1903, an annual average of over $2,200,000 for the 5-year period from 1903 to 1907, over $3,400,000 in 1910, an average of about $3,000,000 for the years 1910–1912, and nearly $5,000,000 in 1913. Most of this "Other income" was received from the coal companies whose capital stock is owned by the Erie Co., and principally from the Pennsylvania Coal Co. The income from this source in 1913 exceeded by about $2,000,000 the average during the several preceding years. This was in part occasioned by the increased payment made by the Hillside Coal & Iron Co., which it was able to make because of the collection of a judgment for a large sum for coal royalties and partly because the Pennsylvania Coal Co. was able in 1913 to distribute a very considerable amount of surplus, which under conditions which existed in previous years it would not have made until 1914. The amount of "Other income" for 1913 is therefore not typical of what may be expected in 1914 and succeeding years, and it is estimated that the income received from this source in 1914 will probably be about $1,000,000 less than the average for the past three years and about $3,000,000 less than in 1913.

Inasmuch as a considerable part of the amount included in "Other income" was derived from coal companies and did not result from and had no relation to transportation rates, it would be fairer to exclude such items of income from net corporate income before comparing it with total capital obligations or with property investment. I have therefore restated below the item of net corporate income for the several years by eliminating therefrom the above-mentioned income from the coal companies. I have also eliminated the interest on Erie Railroad Co.'s Pennsylvania collateral bonds, which were issued in connection with the purchase of the capital stock of the Pennsylvania Coal Co., and based on this revised net corporate income I have shown its ratio to property investment. I have also shown the adjusted figures of per cent of net corporate income (plus interest on funded debt) on total capital obligations.

Years ending June 30.	Adjusted net corporate income.	Per cent of adjusted net corporate income on property investment.	Per cent of adjusted net corporate income (plus interest on funded debt) on capital obligations.	Years ending June 30.	Adjusted net corporate income.	Per cent of adjusted net corporate income on property investment.	Per cent of adjusted net corporate income (plus interest on funded debt) on capital obligations.
1903	$8,507,386	0.33	4.78	1909	$4,256,908	1.00	3.69
1904	5,104,937	1.37	3.80	1910	6,214,917	1.45	4.19
1905	4,664,946	1.23	3.68	1911	6,466,170	1.50	4.23
1906	5,705,641	1.46	3.86	1912	3,691,403	.84	3.41
1907	6,693,555	1.64	4.24	1913	6,086,092	1.34	4.04
1908	[1] 934,033	[1] .22	2.40				

[1] Loss.

REVENUES AND EXPENSES.

The business handled by the system has greatly increased since 1903. The number of tons of revenue freight carried 1 mile has increased from 5,600 millions in 1903 to 6,669 millions in 1910, 7,976 millions in 1913. There is an increase of 13.65 per cent in the 5-year period, 1908 to 1912, as compared with the 5-year period, 1903 to 1907, and an increase of 19.61 per cent in 1913 as compared with 1910.

During this period the average revenue per ton per mile was 6.13 mills in 1903, 6.15 in 1910, 6.04 in 1911, 6.02 in 1912, and 5.92 in 1913. The average for the 5-year period 1908 to 1912 was 6.08, a reduction of 0.81 per cent as compared with the average of 6.13 mills during the 5-year period 1903 to 1907. The revenue per ton per mile has decreased 3.74 per cent since 1910.

While the decrease in the average revenue per ton per mile since 1903 may have resulted in part from changes in the character of traffic handled and in its average movement, yet the territory served by the Erie system during this period and the general character of the traffic and its distribution have remained substantially the same, and it is believed the reduction in the average revenue per ton per mile has resulted in large part from rate reductions. While the average revenue in 1910 was 6.15 mills, the average for the 10 years preceding 1913 was 6.10 mills. If this 10-year average had been received on the 1913 traffic, the revenues would have been increased $1,435,848.

Notwithstanding these reductions in the average revenue per ton per mile the total operating revenue has increased from $48,000,000 in 1903 to $59,000,000 in 1910 and $67,000,000 in 1913, making an increase of 39.70 per cent for 1913 as compared with 1903 and of 13.96 per cent as compared with 1910.

Under normal conditions, with such a large increase in the business handled and in operating revenue, there should be a substantial decrease in the ratio of operating expenses to operating revenues; but this has not been the case, as operating expenses and taxes have increased at a rate largely in excess of the increase in operating revenues.

The operating ratio was 62.29 per cent in 1903, 68 per cent for the first 5-year period, 68.49 per cent in 1910, 68.04 per cent in 1911, 71.59 per cent in 1912, and 70.48 per cent in 1913.

Operating revenues in 1913 increased $8,247,449, or 13.96 per cent over 1910, but operating expenses increased 17.27 per cent and taxes 39.48 per cent, with the result that the net operating income was only 1.28 per cent more in 1913 than in 1910.

Maintenance of way and structures increased 31.26 per cent in the period 1908 to 1912 as compared with the period 1903 to 1907, and 18.49 per cent in 1913 as compared with 1910.

Maintenance of equipment increased 31.96 per cent in the second 5-year period as compared with the first, and 1913 increased 14.50 per cent as compared with 1910.

Transportation and traffic expenses increased 13.52 per cent in the second 5-year period as compared with the first, and transportation expenses increased 20.09 per cent in 1913 as compared with 1910.

Total operating expenses increased 20.34 per cent in the second 5-year period as compared with the first and increased 17.27 per cent in 1913 as compared with 1910.

Taxes increased from $1,035,383 in 1903 to $2,148,006 in 1913, there being an increase of 35.12 per cent in the second 5-year period as compared with the first, and an increase of 39.48 per cent in 1913 over 1910.

The taxes in 1913 were more than double those paid in 1903, were nearly equal to one-quarter of the net corporate income, and over one-third of the net corporate income less income from other than railroad operation.

The following table shows the operating revenues, operating expenses, and operating income for the period under consideration expressed in mills per traffic unit, viz, revenue ton-miles plus passenger-miles:

Revenues, expenses, taxes, and operating income per traffic unit.

[Years ending June 30.]

	1903	1910	1913	5-year average, 1903 to 1907.	5-year average, 1908 to 1912.
	Mills.	*Mills.*	*Mills.*	*Mills.*	*Mills.*
Total operating revenues (including outside operations).	7.79	7.97	7.71	7.83	7.90
Maintenance of way and structures	.64	.77	.78	.70	.81
Maintenance of equipment	.97	1.33	1.29	1.19	1.38
Transportation and traffic expenses	2.70	2.74	2.78	2.84	2.85
General expenses	.15	.16	.16	.17	.16
Outside operation expenses	.39	.46	.42	.42	.45
Total operating expenses	4.85	5.46	5.43	5.32	5.65
Taxes	.17	.21	.25	.18	.21
Total operating expenses and taxes	5.02	5.67	5.68	5.50	5.86
Operating income	2.77	2.30	2.03	2.33	2.04

The great and continuing increase in operating expenses and taxes has absorbed the profits which should have been realized from greatly increased volume of business under the operation of the law of increasing returns. It has absorbed the savings from increased efficiency and from the investment of new capital. It is fast reducing net operating income to a point less than in previous years, when the business handled and the investment of capital were much less, and the prospect is that upon the basis of existing freight rates the rate of net return will continue to diminish, notwithstanding any further increase in the volume of business handled and in property investment. Recent developments afford no assurance that the upward trend of expenses and taxes will materially change, but, on the other hand, the indications are to the contrary.

The following statement of certain items of increased expenses in 1913 as compared with 1910 are taken from the companies' records when obtainable and otherwise are the conservative estimates of the officers directly concerned:

Increase in cost of fuel, due to increase in price	$473,597
Increase in cost of ties, due to increase in price	71,994
Semimonthly payment of wages	23,850
Extra-crew laws (Ohio and Pennsylvania)	80,633
Increase in wages, due to increase in the rates of pay	1,581,654
	2,231,728

Mr. BROWNELL. That was in the year 1913?

Mr. CRAWFORD. In the year 1913, as compared with 1910.

It is believed that yearly expenses will be increased by changes effected during the current year as follows:

Extra-crew laws, New York and New Jersey	$225,000
Trainmen's wage increase under arbitration award, effective Oct. 1, 1913	360,000
Total	2,816,728

There will also be a substantial increase in taxes resulting from the operation of the new Federal income-tax law. The companies will also be required to expend large, although as yet indeterminate, amounts of money under the operation of Federal and State laws recently passed, such as those requiring the elimination of highway crossings at grade solely or largely at the expense of the railroad companies, and laws requiring expenditures for other purposes which will add but little, if any, to the income of the carriers.

Express rates have recently been largely reduced by order of the commission, and the reduced rates will become effective February 1 next. It is estimated by the express companies that these rate reductions will reduce their revenues many millions of dollars. Nearly one-half of the loss resulting from these reductions will fall on the railroad companies which transport the express traffic. Although it is impossible to demonstrate in advance with certainty the amount of loss of revenue these carriers will suffer from this cause, there is every reason to believe the amount will be large, and it is an important factor, which should be given due consideration by the commission in this case.

It is also believed that recent changes in the rules of the Post Office Department regarding the parcel post will result in substantially decreasing the express business and still further reduce the express revenues of these carriers.

Since the 11-year statements were completed there have become available the records of four months' operation during the present fiscal year, which will end June 30, 1914, and a consideration of the results of operation during that period as compared with the results during the corresponding period of the previous fiscal year, which ended June 30, 1913, shows that while there has been no decrease in the volume of business handled and in the gross operating revenue therefrom, expenses and taxes have continued to increase at a rapid and significant rate even over the corresponding four months' period of 1913.

Comparison of first four months of fiscal years ending June 30, 1914 and 1913.

	1914	1913	Increase.		Decrease.	
			Amount.	Per cent.	Amount.	Per cent.
Property investment	$457,394,026.00					
Total operating revenue	24,010,121.50	$23,875,085.59	$135,035.91	0.57		
Total operating expenses	17,878,087.89	16,344,111.90	1,533,975.99	9.39		
Net operating revenue	6,132,033.61	7,530,973.69			$1,398,940.08	18.58
Tax accruals	732,683.68	697,471.44	35,212.24	5.05		
Operating income	5,399,349.93	6,833,502.25			1,434,152.32	20.99
Net deductions: Joint facility rents, miscellaneous rents, and hire of equipment	651,128.07	690,335.34			39,207.27	5.68
Net operating income	4,748,221.86	6,143,166.91			1,394,945.05	22.71

It is hoped that the ratio of net operating income to property investment for the first four months of the present fiscal year will show improvement during the remaining eight months of the year, but if continued it would result in a ratio of 3.12 per cent as compared with 3.53 per cent for 1913 and 3.52 per cent for the 10-year average.

Mr. Brownell. Mr. Crawford, the net operating income is the amount before the deduction for interest charges?

Mr. Crawford. Yes, sir.

Mr. Brownell. For the net operating income you show for the first four months a decrease of nearly 23 per cent?

Mr. Crawford. Yes, sir.

Mr. Brownell. Making allowance for the deduction of interest charges, so as to produce the net corporate income, is it a fact that the reduction in net corporate income for the first four months of the present year would show a reduction very much larger than the 23 per cent reduction of net operating income?

Mr. Crawford. That is true; yes, sir.

Mr. Brownell. I call your attention to page 3 of the analysis accompanying the 11-year statement, particularly with reference to certain special features of operation referred to there. Will you please state the revenue trainload tons for the years drawn in comparison?

Mr. Crawford. The revenue trainload in tons in 1903 was 392.45 tons; in 1910, 480.04 tons; for the 10-year period to June 30, 1912, 447.57 tons; in 1913 this had increased to 582.14 tons. In 1913, compared with the 10-year average to June 30, 1912, the increase is over 30 per cent.

Mr. Brownell. So that the companies in the system, in the period from 1903 to 1913, had succeeded in increasing their average load for revenue trainload from 392 tons to 582 tons?

Mr. Crawford. Yes, sir.

Mr. Brawnell. Or an increase of nearly 50 per cent?

Mr. Crawford. Yes, sir.

Mr. Brownell. What are the results accomplished with respect to the tons of freight per mile, including both loaded and empty cars during these periods?

Mr. Crawford. During the year 1903 the average was 12.13 tons; 1910, 14.58 tons; for the 10-year average to June 30, 1912, 13.49 tons. The year 1913 shows the average per car to be 15.58 tons.

Mr. Brownell. This increase in the tons of freight per car was accomplished, was it not, in spite of the fact that a very considerable part of the car movement is an empty movement, on account of the anthracite coal being a one-way movement in the main?

Mr. Crawford. Yes, sir.

Mr. Brownell. What were the results accomplished with respect to the tons of freight per car handled during these respective periods per loaded car-mile?

Mr. Crawford. The average number of tons of freight per loaded car-mile in 1903 was 17.92 tons; in 1910, 20.65 tons; for the 10-year average to June 30, 1912, 19.52 tons. In 1913 that increased to 21.65 tons.

Mr. Brownell. Making what increased percentage, comparing 1903 with 1913?

Mr. Crawford. An increase of 20.81 per cent.

Mr. Brownell. And what increase in this item in 1913, as compared with 1910?

Mr. Crawford. 4.84 per cent.

Mr. Brownell. That is all.

Cross-examination:

Mr. James. Mr. Crawford, in this statement in connection with the 11-year financial and operating statements, as I read it, and I want to see if I read it correctly, in giving your figures of the revenue you have taken the average revenue per ton-mile as the factor?

Mr. Crawford. In most of the cases; yes, sir.

Mr. James. Have you not in every case, in the printed statement which is entitled "Statement of Charles P. Crawford in connection with the 11-year financial and operating statements of Erie Railroad system," confined yourself to the one factor, the average revenue per ton per mile?

Mr. Crawford. That is true.

Mr. James. So that, in giving these figures in your statement, you have not used the factor, in any instance, either of revenue train load in tons, or tons of freight per car-mile, loaded and empty, or tons of freight per loaded car-mile?

Mr. CRAWFORD. We have not given the revenue on that basis; no, sir.

Mr. JAMES. Those factors are not used any place in this statement which I have in my hand, which you have just read to the commission?

Mr. CRAWFORD. No, sir.

Mr. JAMES. On page 11 I notice that you use the ratio of operating expenses to operating revenue as a factor; that is true, is it not?

Mr. CRAWFORD. I beg your pardon.

Mr. JAMES. I say that on page 11 you use the ratio of operating expenses to operating revenue, do you not?

Mr. CRAWFORD. Yes, sir.

Mr. JAMES. You use that throughout excepting in the last statement on page 17, where you have a net operating income to property investment; otherwise throughout this document you have used the ratio of operating expenses to operating revenue; is not that true?

Mr. CRAWFORD. Yes, sir.

Mr. JAMES. I will ask you whether, in your official position and in your study of the subject, either in a practical way or an academic way, you attach any importance, or can any importance be actually attached, to the ratio of operating expenses to operating revenue? Does it mean anything?

Mr. CRAWFORD. Why, yes.

Mr. JAMES. It may mean anything, may it not, so far as final net results are concerned?

Mr. CRAWFORD. So far as final net results; yes, sir.

Mr. JAMES. So that you may have an increased ratio of operating expenses to operating revenue, and have an increased net operating ratio as to investments; is not that true?

Mr. CRAWFORD. That would be possible.

Mr. JAMES. Therefore, it is not the invariable factor, pointing anywhere—the mere statement that your operating ratio has increased?

Mr. CRAWFORD. It is not invariable; no, sir.

Mr. JAMES. In giving the ratio of operating expenses to operating revenue, have you allocated as between passenger and freight?

Mr. CRAWFORD. Not in this statement; no, sir.

Mr. JAMES. Is it not true that there might be an increased ratio of operating expenses to operating revenue, and showing large net earnings as compared with capital upon freight, and very heavy losses as to passenger, and the sum of the two ratios showing a decreased ratio, while so far as the freight was concerned there would be a large increase of net revenue on freight as compared with investment; is not that true?

Mr. CRAWFORD. That would be possible.

Mr. JAMES. So you have not sought to allocate as between passenger and freight in giving your operating ratio?

Mr. CRAWFORD. No, sir.

Mr. JAMES. Do you know from your books and accounts of any compilations you have made as to whether there has been a decreased ratio of operating expenses to revenue as to freight?

Mr. CRAWFORD. I do not.

Mr. JAMES. Do you know whether there has been an increased ratio as to operating expenses to revenue so far as passengers are concerned?

Mr. Crawford. I do not.

Mr. James. Can you ascertain those two factors?

Mr. Crawford. No, sir.

Mr. James. Turning to page 12 of your document, you state that "the following table shows the operating revenues, operating expenses, and operating income for the period under consideration expressed in mills per traffic unit, viz, revenue ton-miles plus passenger miles."

Have you made any allocation of operating expenses either per passenger, per passenger mile, or per passenger car-mile, or per passenger train-mile?

Mr. Crawford. No; I do not think it is possible to do that.

Mr. James. In your table, then, on page 13, what you call your traffic unit is a combination as between ton-miles plus passenger miles?

Mr. Crawford. Yes, sir.

Mr. James. You have not worked out any traffic unit as between train-miles or car-miles, have you?

Mr. Crawford. No; we have not.

Mr. James. Do I understand that it ought to be a proper maxim in working out the operation of any industrial property or railroad property or public-service corporation that the charge for the service rendered should be proportionate to the expenses of the service rendered; is not that sound?

Mr. Crawford. May I ask you to repeat that question?

(The question was repeated by the stenographer as above recorded.)

Mr. Crawford. It would seem so.

Mr. James. When you operate that much of your plant devoted to passenger service and you have the expenses of the passenger service, the expenses of the passenger service should be proportioned to the charge for the service for passengers?

Mr. Crawford. I suppose it should be.

Mr. James. And it likewise is true that in working out a problem as to the expenses for the freight service it should be proportioned to the charge made for the freight service?

Mr. Crawford. Yes; if it were possible to do so; yes, sir.

Mr. James. Of course I assume it would be possible. It is a general maxim, is it not, as we understand it and as laid down by the law itself, that the charge for the service rendered should be just and reasonable, and, as the Supreme Court of the United States said, the charge for the service rendered should be just and reasonable, having regard to the service rendered. What the law has said is in harmony with economic thought, is it not, in that respect?

Mr. Crawford. I think so.

Mr. James. At page 15 you have referred to the Federal income-tax law. Have you examined the new law critically to know whether the new law in any respects differs from the old law so far as the amount of tax to be imposed on the corporation is concerned?

Mr. Crawford. I believe there is a slight difference; yes, sir. My remarks here have reference to the expense in connection with the retention of the source of the income tax.

Mr. JAMES. So far as the rate levied is concerned, there is just as big a rate of income tax levied by the Federal law to-day as there was under the old law, so far as the rate is concerned—the basis of calculating the rate?

Mr. CRAWFORD. About the same; yes.

Mr. JAMES. What you are referring to now is some of the additional clerical expenses which are necessitated in retaining the income at the source?

Mr. CRAWFORD. Yes.

Mr. JAMES. When you retain the income at the source you have the benefit of using that income until you are called on to pay it?

Mr. CRAWFORD. Yes.

Mr. JAMES. So there is an offset, is there not, to this added expense of retaining the income at the source—that you have this fund available to hold until you pay it over?

Mr. CRAWFORD. To a certain extent.

Mr. JAMES. Would not one offset the other?

Mr. CRAWFORD. No.

Mr. JAMES. Are they not both negligible by comparison?

Mr. CRAWFORD. No; I think we are going to have a very large expense in connection with it.

Mr. JAMES. But you are going to have a large income from what you retain at the source.

Mr. CRAWFORD. I have not made any figures on that.

Mr. JAMES. But you would say that this statement which you made broadly is subject to that modification, is it not?

Mr. CRAWFORD. Oh, yes.

Mr. JAMES. In reference to the express business, you carry a certain tonnage, do you not, to-day for the express companies?

Mr. CRAWFORD. We do.

Mr. JAMES. Some of that business, it is claimed by the express company, will go into the service of the Post Office; is not that true?

Mr. CRAWFORD. Yes, sir.

Mr. JAMES. Some of the tonnage which the express companies handle initially and at the delivering point hereafter will be handled initially by the Post Office and delivered terminally by the Post Office; is not that true?

Mr. CRAWFORD. I think so.

Mr. JAMES. The railroads will still get the tonnage, will they not?

Mr. CRAWFORD. I suppose so, under those conditions.

Mr. JAMES. And is it not probable from all you have been able to read and calculate and learn from the press and from post-office reports that by these charges you pay the Post Office Department, who have no capital charges for their terminal service, there will be a large increase in tonnage in matters going in packages of this kind?

Mr. CRAWFORD. I am not prepared to answer that.

Mr. JAMES. What do you think about it?

Mr. CRAWFORD. I have made no study of it.

Mr. JAMES. If that be true, would you want, to some extent, to modify your statement here in reference to the effect of the Post Office and express companies upon your traffic and tonnage?

Mr. CRAWFORD. Yes; if that were true.

Mr. JAMES. At page 16 you state that "a consideration of the results of operation during that period as compared with results during the corresponding period of the previous fiscal year, which ended June 30, 1913, shows that while there has been no decrease in the volume of business handled"—now, there has been an increase, has there not?

Mr. CRAWFORD. As indicated by the operating revenue; yes, sir.

Mr. JAMES. So that to get this really before us, while you put that in the negative, no decrease, that could be well amplified by saying, "While there is no decrease, there has been an increase."

Mr. CRAWFORD. The statement shows an increase of $135,000.

Mr. JAMES. Turning to page 17 of your statement, you speak of the ratio of net operating income to property investment. Could that not be well expressed in another way, simply meaning the final net income for the corporation as based upon the capital? Would not that be another way of expressing it?

Mr. CRAWFORD. I think so.

Mr. JAMES. And when you really get down to the final result, as I believe Mr. Willard said in his opening statement, finally after all it is simply a question of net as based upon investment.

Mr. CRAWFORD. Yes, sir.

Mr. JAMES. That means the getting of a fair return upon the value of the property devoted to the public service?

Mr. CRAWFORD. Yes, sir.

Mr. JAMES. Going back in your statement for a minute, and referring to page 3, would it not be a much fairer index, instead of being worked out on the ton-mile basis, to work it out on car-mile or train-mile basis?

Mr. CRAWFORD. I do not think it would.

Mr. JAMES. Would not the final test, after all, in all these cases, in the end, be as to the utility you get out of your equipment?

Mr. CRAWFORD. I think it is, to a large extent.

Mr. BRANDEIS. Is there not one respect in which the new income-tax law increases your taxes; under the new law is there not included in its provisions a tax upon the dividend received from a subsidiary company?

Mr. CRAWFORD. I believe there is; yes.

Mr. BRANDEIS. That would be an increase, therefore, in that respect, although the rate remains the same?

Mr. CRAWFORD. Yes, sir.

Mr. BRANDEIS. That is true, is it not, Mr. Brownell?

Mr. BROWNELL. Oh, yes. In regard to the income tax, Mr. Crawford, while it is true that the rate imposed upon what it is imposed is the same, is it not a fact that there are many items now taxed which were not taxed under the preceding law?

Mr. CRAWFORD. I am not certain about that; I understand that it is.

Mr. BROWNELL. You have charge of paying the interest on the funded debt of the Erie Co.?

Mr. CRAWFORD. Yes, sir.

Mr. BROWNELL. In a rough way, what is the outstanding funded debt of the Erie Co. upon which interest charges are paid?

Mr. CRAWFORD. It is over $200,000,000.

Mr. BROWNELL. Is it a fact that from 75 to 90 per cent of the bonds upon which interest is paid contain a provision by which the debtor undertakes to pay the interest without deduction for any tax that the Government may require to be paid on it?

Mr. **Crawford.** I think that percentage is about right. Practically all our later issues have that.

Mr. **Brownell.** If it was 75 per cent of $200,000,000, as a mathematical proposition, it would be $150,000,000——

Mr. **Crawford.** On which the taxes were to be paid, provided the holder is taxable.

Mr. **Brownell.** Is not the provision of the new law such as makes it taxable in the case of all persons whose income is more than $3,000, or $4,000 if married?

Mr. **Crawford.** Yes, sir; all persons.

Mr. **Brownell.** So that in all such cases the railroad company would now have to bear the burden of that tax?

Mr. **Crawford.** Yes, sir.

Mr. **Brownell.** And not be able to deduct that from the interest paid to the bondholders?

Mr. **Crawford.** No, sir; the coupons would be paid in full in these cases.

Mr. **Brownell.** While under the old law, which was a tax upon income—the privilege of doing business—no such tax was levied.

Mr. **Crawford.** No, sir.

Mr. **Brownell.** So that on that one item alone, assuming the entire amount—$150,000,000—were taxable, the railroad company would have to bear the extra burden of 1 per cent—$1,150,000.

Mr. **Brandeis.** Oh, no; on the interest.

Mr. **Crawford.** One per cent on the interest when held by taxable persons.

Mr. **Brownell.** What would that amount to?

Mr. **Crawford.** I have not any idea.

Mr. **Brownell.** What is your average rate of interest?

Mr. **Crawford.** I could not tell you; probably about 5 per cent.

Mr. **Brownell.** Assume it to be 5 per cent. What would 5 per cent of $150,000,000 be?

Mr. **Crawford.** Five per cent of $150,000,000?

Mr. **Brownell.** Yes.

Mr. **Crawford.** Seven million and a half.

Mr. **Brownell.** And 1 per cent of that?

Mr. **Crawford.** $75,000.

Mr. **Brownell.** So there would be, on that basis, an additional burden of $75,000 a year for that item, assuming the assumption is correct as to the rate of interest?

Mr. **Crawford.** Yes.

Mr. **James.** That would depend upon whether the individuals were taxable; in other words, whether the individual had an income——

Commissioner **Harlan.** Mr. Crawford has explained that, Mr. James.

Mr. **Brownell.** With reference to express, your statement in regard to the effect upon revenues was with respect to the anticipated effect on revenues from the express business, was it not?

Mr. **Crawford.** Yes, sir.

Mr. BROWNELL. And a diversion, under the rules of the Post Office Department, extending the parcel post, would deplete the revenues from the express business?

Mr. CRAWFORD. In my opinion, it would; yes, sir.

Mr. BROWNELL. Whether or not any compensation, or what compensation, in addition to the present, would be received from the Government for that is problematical, is it not?

Mr. CRAWFORD. Yes, sir.

Mr. BROWNELL. With respect to the suggestion that you have taken for your tabulations and comparisons the basis of rates per ton per mile, you did not wish to be understood, did you, that that was the basis already referred to in the great bulk of the items entering into those two 10-year statements?

Mr. CRAWFORD. No, sir. It referred particularly to the statement I read.

Mr. BROWNELL. Only to such statements as related to the rate per ton per mile?

Mr. CRAWFORD. Yes, sir.

Mr. BROWNELL. The great bulk of the items in these statements and the statements in your printed testimony had no relation to the ton-mile proposition at all?

Mr. CRAWFORD. Not particularly.

Mr. BROWNELL. Is it referred to in more than a couple of instances for illustration?

Mr. CRAWFORD. I think that is all.

Mr. JAMES. Let us get that clear. You mean this little statement which he read?

Mr. BROWNELL. Yes.

Mr. JAMES. He has very distinctly testified that the sole factor he used there was ton-miles.

Mr. BROWNELL. I think he misunderstood you, because in reading the statement there is very little reference to the ton-mile, and that has very little relation to the subjects that are discussed.

Mr. JAMES. If your honor will read that statement, you will find that his sole factor used is ton-miles.

Mr. BROWNELL. His statement will speak for itself.

Mr. CRAWFORD. The statement will speak for itself.

Commissioner HARLAN. Is that all, Mr. Brownell?

Mr. BROWNELL. I think that is all.

Mr. THORNE. On page 4 of the statement—I have no desire to argue the case with you; I just want to get it clear in my mind—you refer to a number of companies where the property investment is taken as corresponding to the capitalization. In such companies that do not have property investment do your exhibits give the names of those companies? I could not find them on the exhibit.

Mr. CRAWFORD. The names are included in the list, but they are not indicated.

Mr. THORNE. Does it show what ones?

Mr. CRAWFORD. No; they are not indicated.

Mr. THORNE. Would you be able to indicate what ones you used to report to State commissions and as to what ones you used their capitalization as indicating the property investment? I do not mean now, but before the hearing is concluded.

Mr. Crawford. Yes; when I have time to look it up.

Mr. Crawford. There was one other thing. On page 9 of your statement you refer to a deduction from net corporate income for certain coal companies and a deduction of the property investment for the Pennsylvania Coal Co. alone. Would it not be more accurate to also deduct the property investment for the other companies if you deduct the entire income from those other companies? There is more than one other company.

Mr. Crawford. I beg your pardon. It does not say we deducted the Pennsylvania Coal Co. from property investment.

Mr. Thorne. That portion of the Erie Railroad Co. bonds issued in connection with the Pennsylvania Coal Co.

Mr. Crawford. Eliminating interest on those bonds?

Mr. Thorne. Yes.

Mr. Crawford. Yes.

Mr. Thorne. Are there not other interests that should be deducted; if you deduct all of your income from coal properties, should you not deduct interest both on bonds issued in connection with other coal companies as well as the Pennsylvania?

Mr. Crawford. The Erie Railroad's interest in those companies is the ownership of capital stock, and it is not included in the property investment account.

Mr. Thorne. Then if I understand it correctly there are no other portions of your property investment account represented by the interest you have in these other coal companies.

Mr. Crawford. I think not.

Mr. Thorne. That is all.

Mr. Lyon. Do I understand the Erie Railroad takes the position that when the income tax is levied by the Government that that is a burden which should be passed to the public by increased rates?

Mr. Brownell. I do not see how he can answer that.

Mr. Crawford. I am unable to answer that.

Mr. Lyon. What do you mean by the statement that there is a substantial increase in taxes from the Federal income-tax law?

Mr. Crawford. I am merely stating the facts that our expenses will be increased, due to the operation of the law, as we explain the extra expense in connection with the retention of the source of the taxes due on coupons from parties who are not exempt from the law.

Mr. Lyon. You regard the Federal income tax as an expense to the Erie Railroad which should pass into your expense account and be considered by the commission in fixing the rate for the public to pay; is that the purpose?

Mr. Crawford. I think it should be considered; yes, sir.

Mr. Brownell. It has to be paid out of receipts.

Mr. Lyon. As to this increased price of ties, does that include the creosoting of the ties?

Mr. Crawford. No, sir. The calculation is based on the difference between the cost of the same kind of ties one year with the other—that is, we have used the number of ties for 1913, I think it is, compared with 1910. We have used the number of ties in 1913 and computed the advance in price as between these two years to make the extra cost.

Mr. LYON. The ties are the same kind?

Mr. CRAWFORD. Yes, sir.

Mr. LYON. Have you the number of ties; have you that information available for the two years?

Mr. CRAWFORD. I think I have. The information came from our purchasing agent.

Mr. LYON. You can furnish that later. Does the Erie Railroad creosote its ties or do you know that?

Mr. CRAWFORD. We do not creosote them ourselves. I think we purchase some that have been creosoted from outside parties.

Mr. LYON. You purchase ties already creosoted?

Mr. CRAWFORD. Yes, sir.

Mr. LYON. Do you know how their price compares with the ties that are not creosoted?

Mr. CRAWFORD. No, sir; I could not tell you that.

Mr. LYON. It is higher, is it not?

Mr. CRAWFORD. Yes, sir.

Mr. LYON. Are you informed as to the life of the tie when creosoted?

Mr. CRAWFORD. I am not.

Mr. LYON. Turning now to your table upon page 13, I notice that between 1903 and 1913 your transportation and traffic expenses, represented by mills there, are not substantially increased. It was 2.70 in 1903 and 2.78 in 1913.

Mr. CRAWFORD. Yes, sir.

Mr. LYON. Your accounts show there has been a substantial increase in wages between 1913 and 1903?

Mr. CRAWFORD. They do; yes, sir.

Mr. LYON. Is that reflected in this transportation account according to your figures, that increase?

Mr. CRAWFORD. Certainly.

Mr. LYON. I notice there is practically no change in the mills.

Mr. CRAWFORD. It was supposed we had overcome that to some extent by increased trainloads.

Mr. LYON. That is what I gathered from it.

Mr. CRAWFORD. Yes, sir.

Mr. LYON. In your maintenance of way and structures account that is increased in 1913 from sixty-four one-hundredths to seventy-eight one-hundredths and in the maintenance of equipment account from ninety-seven one-hundredths to 1.29, a very material advance. Does that indicate that you have not been able to meet by efficiency the increase in wages and materials that are used in maintenance accounts?

Mr. CRAWFORD. I have not made a study of those accounts, Mr. Lyon. I do not think I could answer all that question.

Mr. LYON. That could be brought about by an actual increase in the rate of wages and cost of material, and could be brought about by a different character of maintenance, one period compared with the other, could it not?

Mr. CRAWFORD. Will you repeat that question?

(The stenographer repeated the question as above recorded.)

Mr. CRAWFORD. Yes, sir.

Mr. LYON. In which of these accounts would an increase in the rate of wages be most clearly reflected—in transportation or in maintenance?

Mr. CRAWFORD. I think the increase in wages of the men engaged in transportation has been greater than that in the maintenance department.

Mr. LYON. The increase of wages?

Mr. CRAWFORD. Yes, sir. I am not certain about that, but that is my opinion.

Mr. LYON. That is my information. The wages constitute a much larger proportion of the transportation expenses than they do of maintenance. Is that what you mean?

Mr. CRAWFORD. Yes, sir.

Mr. LYON. The other principal item in transportation is the question of fuel, is it not?

Mr. CRAWFORD. That is a large item.

Mr. LYON. Of course that would be reflected in the transportation expenses much more than in maintenance?

Mr. CRAWFORD. Yes, sir.

Mr. LYON. Notwithstanding the increase in the cost of your coal, given on the next page, there has been a very slight change in the transportation expense, or 2.74 against 2.78?

Mr. CRAWFORD. It is not much; the increase in the rate is not much.

Mr. BUTLER. I desire to ask you a few questions for the purpose of ascertaining what bearing the statement and the tables submitted by you have, if any, upon the Lake Railroad. Will you kindly refer first to your printed statement? You there state that the revenues and expenses of the Erie Railroad Lake Line, a line of steamers on the Great Lakes owned and operated by the Erie Railroad Co., are included in the items entitled "Outside operations." Is there a corporation known as the "Erie Railroad Lake Line"?

Mr. CRAWFORD. No, sir.

Mr. BUTLER. When you use that term what do you mean?

Mr. CRAWFORD. I mean it is the trade name for eight steamers which are operated by the Erie Railroad Co. between Buffalo, Milwaukee, and Chicago.

Mr. BUTLER. Are they operated directly by the Erie Railroad or by a corporation?

Mr. CRAWFORD. By the Erie Railroad.

Mr. BUTLER. Directly?

Mr. CRAWFORD. Directly.

Mr. BUTLER. And not through any independent corporation?

Mr. CRAWFORD. No, sir.

Mr. BROWNELL. Owned and operated?

Mr. CRAWFORD. Owned and operated.

Mr. BUTLER. Owned and operated by the Erie Railroad Co.?

Mr. CRAWFORD. Yes, sir.

Mr. BUTLER. Eight steamers?

Mr. CRAWFORD. I believe there are eight; yes, sir.

Mr. BUTLER. All the operations of those steamers, and the investments therein, are included in the various portions of your statement?

Mr. CRAWFORD. Yes, sir.

Mr. BUTLER. Have you made any segregation of their accounts?

Mr. CRAWFORD. As an outside operation we keep a record of the revenues and expenses.

Mr. BUTLER. But I mean in this tabulation anywhere?

Mr. CRAWFORD. No, sir; we have not.

Mr. BUTLER. Nothing shown as to them separately?

Mr. CRAWFORD. No, sir. They are included, as you say, in the outside operation accounts of revenues and expenses.

Mr. BUTLER. What is the Erie Transportation Co.?

Mr. CRAWFORD. I could not tell you.

Mr. BUTLER. Does the Erie Railroad own any capital stock of the Erie Transportation Co.?

Mr. CRAWFORD. It has no interest in it; no, sir.

Mr. BUTLER. Does the Erie Railroad Co. have any interest in what is known as the Union Steamship Co.?

Mr. CRAWFORD. This line was formerly known as the Union Steamboat Line. Is that to which you refer?

Mr. BUTLER. Your line of eight steamers was formerly known as the Union Steamboat Line?

Mr. CRAWFORD. Yes, sir.

Mr. BUTLER. Was that a corporation?

Mr. CRAWFORD. No, sir.

Mr. BUTLER. That was just a name you had for those steamers?

Mr. CRAWFORD. The same steamers owned and operated by the Erie Railroad Co. This change in name, I think, was made about a year ago; possibly a little more.

Mr. BUTLER. It is now known as the Erie Railroad Lake Line?

Mr. CRAWFORD. It is.

Mr. BUTLER. What is the Mutual Transit Co.?

Mr. CRAWFORD. The Mutual Transit Co. is a company, as I understand it, operating a line of steamers over the Great Lakes.

Mr. BUTLER. The Erie Railroad Co. is interested in that line, is it not?

Mr. CRAWFORD. The Erie Railroad Co. owns some of the capital stock of the Mutual Terminal Co. of Buffalo, and the Mutual Terminal Co. of Buffalo, I believe, is the owner of the capital stock of the Mutual Transit Co.

Mr. BUTLER. Does the Mutual Terminal Co. own all of the Mutual Transit Co. stock?

Mr. CRAWFORD. I am not informed about that; I think it does.

Mr. BUTLER. What portion of the stock of the Mutual Terminal Co. does the Erie Railroad own?

Mr. CRAWFORD. I believe it has one-quarter.

Mr. BUTLER. One-quarter?

Mr. CRAWFORD. I think so.

Mr. BUTLER. The other owners are the New York Central, the Lehigh Valley——

Mr. CRAWFORD. And the Delaware, Lackawanna & Western.

Mr. BUTLER. And the Delaware, Lackawanna & Western?

Mr. CRAWFORD. Yes, sir.

Mr. BUTLER. The Pennsylvania is not interested in the Mutual Terminal Co.?

Mr. CRAWFORD. No, sir.

Mr. BUTLER. Are any of the operations of the Mutual Terminal Co. included in the statements you have submitted?

Mr. **Crawford**. No, sir; nothing.

Mr. **Butler**. Are any of the revenues included here?

Mr. **Crawford**. Not at all.

Mr. **Butler**. No part of the investment is carried in the capital account that you have shown?

Mr. **Crawford**. No, sir.

Mr. **Brownell**. If any dividend were received on the capital stock of the Mutual Terminal Co. owned by the Erie——

Mr. **Crawford** (interposing). It would be reported in its income.

Mr. **Brownell**. It would be reported under the head of "Other income"?

Mr. **Crawford**. Dividend income; income from dividends.

Mr. **Brownell**. As a matter of fact, have any dividends been received?

Mr. **Crawford**. No, sir.

Mr. **Brownell**. On the capital stock of the Mutual Terminal Co.?

Mr. **Crawford**. No, sir.

Mr. **Butler**. You say the capital investment is not shown here; is not included?

Mr. **Crawford**. No; our interest is in the ownership of the capital stock.

Mr. **Butler**. But I asked you previously whether that was included.

Mr. **Crawford**. No; it is not.

Mr. **Butler**. Then, upon what theory would you omit that and at the same time include earnings, if there were any earnings?

Mr. **Crawford**. We have not included the earnings, and Mr. Brownell's question was if any dividends were received. I simply answered we would report them under the proper account.

Mr. **Butler**. On your own books, you mean?

Mr. **Crawford**. Yes.

Mr. **Butler**. But you would not have included them here?

Mr. **Crawford**. Not as dividends on securities. We would include them here as other income; yes, sir.

Mr. **Butler**. You would include them as other income?

Mr. **Crawford**. Yes, sir.

Mr. **Butler**. Although you would not show the capital investment in the stock of that company?

Mr. **Crawford**. We would not show it as a property investment; no, sir.

Commissioner **Harlan**. Where would you show it on this stock account?

Mr. **Crawford**. It does not show in this account, sir; it would show in a balance sheet——

Commissioner **Harlan**. The point is, why does it not show? If you would show income from it, why do you not show the investment?

Mr. **Crawford**. Well, possibly we should. That is merely the income on the securities owned, and we have many securities that are not included in these statements.

Commissioner **Harlan**. That is the point counsel wanted to get out.

Mr. **Butler**. That was it. Just one other question, which does not pertain to this question of lake and rail.

Referring to page 3 of your tabulations, where you show your revenue per ton per mile in mills, in 1903, 1910, and 1913, does your statement show anywhere the length of the average haul from which you derive those figures?

Mr. CRAWFORD. I do not think it does anywhere.

Mr. BUTLER. That is all.

Mr. JAMES. Mr. Crawford, you have on pages 14 and 15 shown increases in the cost of fuel, increases in the cost of ties, increases of wages, increases of taxes. Do I understand that these are to be taken as a lump and assessed as against freight to justify the 5 per cent increase?

Mr. CRAWFORD. These are merely to be taken as actual increases in our expenses.

Mr. JAMES. Are all of those items, the gross sums there, to be added as extra costs of conducting the freight service?

Mr. CRAWFORD. Oh, no.

Mr. JAMES. They should be apportioned between passenger and freight?

Mr. CRAWFORD. Yes.

Mr. JAMES. So that it would not be proper to assess all the increases in the cost of fuel and ties and the increases in wages and taxes against simply traffic?

Mr. CRAWFORD. No.

Mr. JAMES. They ought to be apportioned between passenger traffic and freight traffic?

Mr. CRAWFORD. Yes, sir.

Mr. JAMES. To put it to you in a different form, each species of traffic should bear its just and reasonable proportion of operating expenses and taxes, and contribute its just and reasonable proportion to the capital account. Would not that be sound?

Mr. CRAWFORD. I think so.

Mr. JAMES. To do that would require an allocation, would it not, as between the operating expenses of freight and the operating expenses of passenger, for the purpose of determining whether there should be an increase of the charge levied on one service or the other service; is not that true? To do that accurately you would have to allocate it?

Mr. CRAWFORD. I am not certain about that.

Mr. JAMES. Would not you have to allocate the expenses?

Mr. CRAWFORD. I understood you to say as a basis for the increase in rates.

Mr. JAMES. That last question did not have that factor in it. I have not come to that yet.

Mr. CRAWFORD. I beg your pardon.

Mr. JAMES. Is it not then true, if it is true, as you state it to be the truth, that each species of traffic should bear its just and reasonable proportion of operating expenses and taxes and contribute its just and reasonable proportion to capital account, that in order to determine which species of traffic was bearing its just and reasonable proportion of operating expenses and taxes and contributing its just and reasonable proportion to capital account, it would be necessary to allocate the expenses—would it not?

Mr. CRAWFORD. Yes, sir; I think so.

Mr. JAMES. In other words, where attributable to freight, take those, and where attributable to passenger, take those——

Commissioner HARLAN. Mr. James, he has answered the question; he said "Yes."

Mr. JAMES. If there should be an increased train service out of proportion to the passenger revenue, should that increased expense of the extra and additional train service or the better train service for the passenger, the burden of it be thrown on freight?

Mr. CRAWFORD. I am not prepared to answer that.

Mr. COWLES. I see on page 3 of your statement that you make the earnings on the property investment of your road 3.53 per cent—on page 7 you make it 4.68 per cent—for the year 1913. Which is correct?

Mr. CRAWFORD. On page 3 we show, quoting from the larger statements, that the percentage of returns on property investment for the year 1913 was 3.53.

Mr. COWLES. Yes.

Mr. CRAWFORD. On page 7, under corporate income, plus the interest on funded debt, which is the net corporate income before the interest is deducted, which would, of course, bring a very much larger——

Mr. COWLES (interposing). Would not that properly be a part of the money we have to earn on corporate investment? What does it mean? You put an investment in here of $452,000,000.

Mr. CRAWFORD. Yes, sir.

Mr. COWLES. Did you earn 4.68 per cent on that investment, or did you only earn 3.53 per cent on the investment?

Mr. CRAWFORD. We earned 4.68 per cent; after paying the interest we earned 3.53 per cent.

Mr. COWLES. Botheration about the interest. That is a part of what we have got to earn. You earned 4.68 per cent on the total investment. That is what I want to get at.

Mr. CRAWFORD. That would apply toward the payment of interest and dividends.

Mr. COWLES. That is all—4.68 on the investment?

Mr. CRAWFORD. Yes, sir.

Mr. COWLES. You claim to have made an investment of $452,000,000; how much of that is actually money put into your road?

Mr. CRAWFORD. I could not answer that.

Mr. COWLES. Is it not your business to answer that?

Commissioner HARLAN. Mr. Cowles, the witness says he can not. I do not think we will stop over that.

Mr. COWLES. You have stated you own a certain amount of property in the Mutual Transit Line; how much of that is included in this property investment on which you propose to make us pay the increased freight rates?

Mr. CRAWFORD. I have already answered that it was not included; none of it.

Mr. COWLES. Oh, not included. Where did the money come from? I would like to ask you another question: Are you loading and unloading your less-than-carload freight by hand power or by machinery?

Mr. CRAWFORD. I am very sorry I can not answer that. I have not the information.

Mr. BROWNELL. The comptroller has not yet undertaken the transportation and traffic end of the business.

Mr. COWLES. But you are giving the cost of this business, and I want to find out——

Commissioner HARLAN. You can not get that information from this witness. He is an accountant, and he is not prepared to answer those questions.

Mr. LYON. Have you in the course of your duties ever furnished any official of the railroad any cost figures as to moving any character of traffic?

Mr. CRAWFORD. I do not think we have.

Mr. LYON. You would know if you had?

Mr. CRAWFORD. Yes. I do not think we have ever done so, unless it was merely an estimate. The cost of moving any particular commodities?

Mr. LYON. Yes. For instance, the coal traffic. Has your office ever been called upon to furnish any official of the Erie Railroad or to give an estimate of what the actual cost is?

Mr. CRAWFORD. Not that I recall. We may have, but I do not recall it.

Mr. LYON. Then from your best information the officials have made no call upon your department as to the cost of moving individual commodities, coal in particular?

Mr. CRAWFORD. I recall that two or three years ago, possibly four or five years ago, they asked us to try and determine whether it was to our advantage to bring the coal——

Commissioner HARLAN. You had not undertaken recently to do that?

Mr. CRAWFORD. No, sir.

Commissioner HARLAN. Does that answer the question, Mr. Lyon?

Mr. LYON. Yes.

Mr. BROWNELL. Referring to the 11-year statements, they are upon the same basis as those prepared by other carriers, are they not?

Mr. CRAWFORD. Yes, sir; exactly.

Mr. BROWNELL. And the item "Property investment," as well as the other items on that statement, are according to the subdivision adopted by the Interstate Commerce Commission, are they not?

Mr. CRAWFORD. Yes, sir.

Mr. BROWNELL. The property investment purports to show, and does show, what you stated in your direct examination, the cost of road and equipment, does it not?

Mr. CRAWFORD. Yes, sir.

Mr. BROWNELL. And has not been swollen by the price of moneys paid for securities?

Mr. CRAWFORD. Not at all.

Mr. BROWNELL. And you so state in your statement?

Mr. CRAWFORD. Yes; that it does not include the cost of securities.

Mr. BROWNELL. So that it correctly shows the cost of road and property devoted to the service of the public in the railroad transportation business?

Mr. CRAWFORD. It correctly shows the book value.

Mr. BROWNELL. According to the books of the company?

Mr. CRAWFORD. Yes, sir.

Mr. **Brownell.** And so far as other investments of the company, securities owned by it, you have under the head of "Other income" shown all receipts from those sources?

Mr. **Crawford.** Under their proper headings; yes, sir.

Mr. **Brownell.** And other income has included the dividends from stocks of other companies where received?

Mr. **Crawford.** Yes, sir.

Mr. **Brownell.** With reference to the passenger and the freight business and the income therefrom, in connection with your statement showing the decrease in receipts per ton per mile on freight traffic, I call your attention to what is stated with respect to the passenger business and the increase or decrease of that business. Is it a fact that during the 10-year period from 1903 to 1913 that the passenger business has also largely increased, the number of passengers carried 1 mile?

Mr. **Crawford.** The statement shows they are largely increased.

Mr. **Brownell.** An increase from about 590,000,000 passenger miles in 1903 to over 758,000,000 in 1913?

Mr. **Crawford.** Yes, sir.

Mr. **Brownell.** Will you please state whether during that time the average rate received per passenger per mile has also increased?

Mr. **Crawford.** It has; slightly.

Mr. **Brownell.** From what rate per passenger per mile in 1903 to what in 1913?

Mr. **Crawford.** 1.4 cents in 1903 to 1.51 cents in 1913.

Mr. **Cowles.** Will you tell us how many passengers per car you have on your average passenger train?

Mr. **Crawford.** I have not the information right here. I will be very glad to send you a copy of our annual report to the stockholders, which gives all those statistics.

Mr. **Cowles.** And the average per trainload?

Mr. **Crawford.** Yes, sir.

Mr. **Cowles.** I have noticed that on the Illinois Central they have only 14 per car.

Mr. **Crawford.** I hope we do better than that.

Mr. **Cowles.** Do you suppose you have a larger number per car than that?

Mr. **Crawford.** I hope we do better than that.

Mr. **Cowles.** The only point is this: I was going to ask the question if you could not possibly largely increase the number of passengers carried without adding one car to the cost of your business?

Mr. **Brownell.** We shall try and get a law passed requiring more passengers per car in a year.

Mr. **Cowles.** And you will get it when you lower rates.

Mr. **James.** Will you get statistics showing the number of passengers per car, per car-mile, and per train-mile compared with 10-year periods back?

Mr. **Crawford.** I can do that for you and will be glad to do so.

Mr. **James.** So that we can have it for the next hearing?

Mr. **Crawford.** Yes, sir.

Mr. **Lyon.** Referring to the question I asked a little while ago, I would like to ask one further question. I think that Vice President Stuart stated at the last hearing in 1910 that rates upon coal were not advanced because, in the opinion of the Erie Railroad, they were sufficiently high, and I had information—I do not know where I got it—that the auditing department of the Erie Railroad had been called upon to furnish information to the Erie Railroad at that time on the subject of the cost of moving coal.

I simply want to call your attention to that and to ask if you could answer positively whether or not your department did furnish information of that character.

Mr. **Crawford.** It did not as far as I can recall. I will be very glad to look up that matter.

Mr. **Lyon.** If it is possible for you to furnish such information. I would like to know what that information was.

Mr. **Butler.** At the last hearing I think the commission suggested when the Pennsylvania, the New York Central lines, and the Baltimore & Ohio presented a consolidated statement that they present additional evidence showing the amount of additions to capital account since 1903, the period covered by their statements, segregating those additions, to show what portion came from earnings, what portion from the sale of bonds, and what portion from the sale of stocks, notes, etc., together with the amount of realization, the percentage of realization to the carrier from the sale of the securities.

Have you prepared any such statement on behalf of your road?

Mr. **Crawford.** No, sir.

Mr. **Butler.** You do not know whether any has been prepared or not?

Mr. **Crawford.** We have not. It can readily be done.

Mr. **Butler.** Do your books show those facts?

Mr. **Crawford.** Yes, sir.

Commissioner **Harlan.** Will you undertake to prepare such a statement?

Mr. **Crawford.** I will.

Mr. **Cowles.** Can you give us a memorandum stating the proportion of l. c. l. freight and c. l. freight on your road?

Mr. **Crawford.** I do not think I could.

Mr. **Lamb.** Mr. Crawford, I think you stated that the items of book value, as shown by your books as to property investment, is what your books show the investment to be at this time?

Mr. **Crawford.** Yes, sir.

Mr. **Lamb.** Does that cover the entire history of the Erie Railroad. and would those books show the amount of money put into the road by stockholders, by sales of bonds, or by earnings?

Mr. **Crawford.** We only go back to the organization of the present company, December 1, 1895.

Mr. **Lamb.** Your books show the items that I have stated from December 1, 1895?

Mr. **Crawford.** Yes, sir.

John G. Walber was called as a witness by and on behalf of the Baltimore & Ohio Railroad Co., and, being first duly sworn, testified as follows:

Direct examination:

Mr. BOND. Mr. Walber, what is your position?

Mr. WALBER. Assistant to third vice president of the Baltimore & Ohio Railroad Co.

Mr. BOND. In your official connection with the Baltimore & Ohio Railroad Co. has it or has it not been your duty to deal directly with wage movements on that property since 1909?

Mr. WALBER. It has; since January, 1908.

Mr. BOND. And in that position you have been familiar with the wage movement in the whole eastern railroad district since 1908?

Mr. WALBER. Generally, sir; that is correct.

Mr. BOND. Will you give an outline of those movements, Mr. Walber, stating the amounts as well as you can in a general way.

Mr. WALBER. I have a memorandum prepared, Mr. Bond, and I will be glad to read it.

Mr. BOND. I will introduce that memorandum as "Walber Exhibit No. 1."

(The paper referred to was received in evidence and marked "J. G. Walber Exhibit No. 1," and will be found at the end of this hearing.)

Mr. WALBER. Estimates for 29 of the 38 railroad systems, parties to this rate proceeding, show an increase in wages for 1913 over 1910 of $48,618,972.41, due to changes in rates of pay and working conditions.

This figure was obtained as a result of a request to the railroads to take the actual performance for the year ending June 30, 1913, and compare the rates of pay and working conditions prevailing in that period with those in effect in October, 1909, a period prior to the date of any of the important increases subsequently made.

In addition to the increases up to June 20, 1913, careful estimates show that the increases in wages recently granted to the firemen, conductors, and trainmen will add not less than $8,750,000 more to the expenses of the railroads parties to the respective arbitration proceedings, this estimate being based on the volume of business for the calendar year 1912.

Mr. BOND. The railroads parties to this last arbitration proceeding included, or excluded, rather, what railroads that are parties here?

Mr. WALBER. The Chesapeake & Ohio Railroad Co. and the Norfolk & Western Railroad Co. As a general proposition this arbitration covered the railroads east to the line of the Illinois Central Railroad on the west and north of the Chesapeake & Ohio Railroad. While all of the companies lying in that territory have not been directly parties to the arbitration proceeding in each of the three cases, yet even where they were not parties they have had to make adjustments practically in line with the awarded rates.

The 1910 wage movements were begun by the conductors and trainmen who had formed an association known as the Eastern Association of General Committees of the Order of Railway Conductors and Brotherhood of Railroad Trainmen.

Late in December, 1909, the management of each of the eastern railroads was presented with a proposition from these employees for the adoption of revised rates of pay and certain rules governing working conditions, with the request that answers be given on January 20, 1910. At the same time the presidents of the two organizations communicated with the managements of the railroads for the purpose of ascertaining whether they would prefer to conduct the negotiations collectively for all the railroads or individually. The managements decided to negotiate individually.

Thereupon the Baltimore & Ohio Railroad Co. was selected for opening the negotiations, the reason for such selection being, as stated by the representatives of the employees, that the bases of the Baltimore & Ohio Railroad schedules more nearly corresponded with the revised proposition than the schedules of practically every other eastern railroad; also that it meant less of an increase for the Baltimore & Ohio Railroad to adopt the proposed rates than any other railroad, with perhaps one exception. It early became apparent that the authority to make settlement rested entirely with the representatives of the organizations and that the employees of the individual companies were powerless to make settlements as in the past.

The management of the Baltimore & Ohio Railroad was unable to agree with the representatives of the organization; thereupon they appealed to the individual employees, who authorized them to declare a strike in the event satisfactory terms were not agreed upon.

After such proceeding was concluded negotiations were resumed. and it being found impossible to reach a settlement, the services of the Federal mediators, under the Erdman Act, which was then in effect, were requested by the president of the Baltimore & Ohio Railroad Co., the representatives of the employees declining to join in the request. At the request of the mediators the representatives of the employees agreed to conduct negotiations through them, and after negotiations lasting a week or more, terms of settlement were reached upon a basis which was practically a split between the then existing rates and those requested.

This settlement—it was carefully calculated at the time—increased the rates of pay 5.44 per cent. Effective September 1, 1910, due to the New York Central arbitration award, as explained hereafter, it was necessary to increase by 20 cents per day the yard rates, which had been agreed upon in the Baltimore & Ohio settlement.

It was also necessary to apply the basis of the Baltimore & Ohio settlement to the Baltimore & Ohio Southwestern Railroad. The effect of the adjustment in the yard rates and the adjustment of the Baltimore & Ohio Southwestern Railroad schedules was to increase the percentage to 9.05 for the conductors and trainmen of the Baltimore & Ohio system.

While the mediation proceedings were pending on the Baltimore & Ohio Railroad negotiations were opened by the two organizations on the Boston & Maine Railroad and the New York, New Haven & Hartford Railroad, on which roads settlements were reached on practically the same basis as had been adopted on the Baltimore & Ohio Railroad.

Negotiations were also begun by the presidents of the two organizations on the New York Central Railroad. The New York Central were unwilling to adopt the rates agreed upon in the Baltimore & Ohio settlement. The representatives of the organizations took the position that, having agreed to these rates on the Baltimore & Ohio through Federal mediation, they could not reasonably agree to any other rates on any other railroad, having declared themselves to both the Baltimore & Ohio officials and the Federal mediators that whatever rates were agreed upon for the Baltimore & Ohio Railroad would be established upon the eastern roads, so far as the means at their command would accomplish it. However, after prolonged negotiations with the New York Central Railroad they finally agreed to an arbitration of their request as applying to that company.

The representatives of the employees in the recent arbitration proceedings affecting conductors and trainmen made a statement that approximately 17 railroad companies had agreed to be bound by the New York Central award, and as soon as the award was announced such railroads adopted same.

Negotiations were also opened on all other railroads, with the result that by practically July, 1910, the schedules of practically all the eastern lines for conductors and trainmen had been revised on the basis of the New York Central award, with varying dates upon which they were to become effective, some of the effective dates being extended into the year 1911.

It was estimated that the settlement on the New York Central Railroad cost 17.4 per cent; on the Cleveland, Cincinnati, Chicago & St. Louis Railway, 12.7 per cent; on the Lake Shore & Michigan Southern Railway, 11.92 per cent; on the Michigan Central Railroad, 19.8 per cent; on the Boston & Maine Railroad, 19.6 per cent; and the New York, New Haven & Hartford Railroad, 15 per cent.

Effective April 1, 1910, the Pennsylvania system granted to all their employees, including conductors and trainmen, a flat increase of 6 per cent, with the exception of yardmen, who received an increase of 8.4 per cent, the percentage of both road and yardmen equalling 7 per cent.

While the Baltimore & Ohio Railroad schedules have for years been on the basis of mileage, that, 100 miles or less, 10 hours or less, constituting a day, with some relatively unimportant exceptions, the Pennsylvania Railroad had had two bases of pay for enginemen and trainmen, commonly known as a high-rate day, applying to runs of over 100 miles with overtime after 12 hours, and a low-rate day, applying to runs of less than 100 miles with overtime after 11 hours.

These rates were not uniformly applied, but their application varied according to the class of service—that is, whether through or local—and according to the conditions on the several divisions. The adjustment of 6 per cent placed their runs on practically the same basis as the rates granted in both the Baltimore & Ohio settlement and the New York Central award, but on account of the overtime limits which they previously enjoyed the employees considered they would not fare so well compared with other neighboring lines as they had formerly; also, the yard rates awarded in the New York Central arbitration were higher than the rates the Pennsylvania lines were paying, including the 6 per cent increase.

The employees declined to accept this settlement, and on July 14 negotiations were broken off, the men notifying the company that they would leave the service within 48 hours. Several days later, it being apparent that there was a lack of understanding, conferences were resumed and further adjustments made, effective from June 1, 1910, through which additional increases amounting to 4.4 per cent in road service and 6.9 per cent in yard service were granted. These coupled with the previous adjustments produced an increase of 12.35

per cent for the conductors and trainmen on the Pennsylvania lines east. The settlement made on the Pennsylvania lines west, at approximately the same time, resulted in an increase of 12.37 per cent.

While there has been no definite relation between the rates of pay of engineers, firemen, conductors, and trainmen, for a great many years as one class of employees has been increased the other classes were correspondingly increased.

The managements of the eastern lines received requests from their engineers and firemen for adjustments of their rates of pay and working conditions, while the negotiations were pending with the conductors and trainmen, and settlements were made by these companies with the representatives of their employees very largely in line with the increases granted the conductors and trainmen.

On the Baltimore & Ohio Railroad, effective April 1, 1910, the engineers received increases amounting to 8.03 per cent; firemen, 9.04 per cent.

Pennsylvania lines east, engineers, effective June 1, 12 per cent; firemen, effective April 1 and June 1, 9.6 per cent.

New York Central & Hudson River Railroad, engineers, effective May 1, 8.93 per cent; firemen, effective May 1, 9.8 per cent.

Lake Shore & Michigan Southern, engineers, effective June 1, 8.6 per cent; firemen, effective May 1, 7 per cent.

Michigan Central, engineers, effective September 1, 16.4 per cent; firemen, effective May 1, 16.93 per cent.

Cleveland, Cincinnati, Chicago & St. Louis, engineers, effective April 1, 11 per cent; firemen, effective June 1, 5.3 per cent.

At this time the railroads generally also increased other classes of employees to greater or less extent. For illustration:

On the Baltimore & Ohio Railroad all employees receiving less than $212 per month were increased 6 per cent, effective April 1, 1910; on the Pennsylvania system all employees receiving less than $300 per month received an increase of 6 per cent, effective April 1, 1910; on the New York Central and Boston & Albany Railroads all employees receiving less than $200 per month received an increase of 7 per cent, excepting employees whose wages had been increased January 1, 1910.

With the exceptions of increases granted to certain occupations and, in some cases, certain classes or service, the rates established in 1910 continued until the engineers' arbitration in the year 1912. In January of that year the eastern railroads were presented by the committees representing their engineers with a request for revision of their wage schedules. The railroads decided to handle the movement collectively; conferences were held and the requests of the engineers were declined. They appealed this decision to the individual engineers, who authorized their representatives to call a strike in the event of satisfactory settlement not being reached. After the so-called strike vote was tabulated conferences were resumed, but the railroads refused to recede from their position.

Both parties refused to request mediation under the Federal law, but the Federal mediators intervened of their own volition. Their intervention resulted in arranging for arbitration by a special board consisting of the Hon. Oscar Straus (chairman), Dr. Charles R. Van Hise, Hon. Frederick Newton Judson, Mr. Otto N. Eiglitz, Mr. Albert Shaw, Mr. Daniel Willard, representing the railroad companies, and Mr. P. H. Morrissey, representing the employees.

Hearings were held from July 15 to 27, inclusive, and the board rendered its decision as of November 2, 1912, effective from May 1, 1912.

The railroads parties to this arbitration estimated that the wages of engineers were increased approximately $1,600,000, or 4 per cent. The award having been rendered in November, 1912, none of the cost appears in the expenses for the fiscal year ending June 30, 1912, the increase for May and June being taken up in the expenses for the fiscal year ending June 30, 1913. These rates are still in effect for the engineers.

The application of this award to the Baltimore & Ohio cost $193,924.60, or 5.16 per cent.

The agreement to arbitrate the engineers' questions was executed in New York City on April 30, 1912. On April 29 the president of the Brotherhood of Locomotive Firemen and Enginemen communicated with the chairman of the conference committee of managers, inclosing a proposition for revision of their schedules and asking whether it would be agreeable to handle the negotiations collectively or individually. The railroad companies decided to handle it collectively.

Owing to the pending hearings in the engineers' arbitration proceedings negotiations with the firemen had to be deferred. Meetings were held in July and August, but they were only of a preliminary nature. Final conferences began on December 3, 1912, and with several intermissions continued until January 16, when, owing to the inability to agree, the firemen adjourned and presented the situation to the employees on each railroad and were authorized to call a strike in the event of satisfactory settlement not being reached.

On February 11 conferences were resumed, but it still being impossible for the railroads and firemen to agree both parties joined in requests to the Federal mediators to intervene.

This intervention resulted in arranging for arbitration under the terms of the Erdman Act, the arbitrators selected being the Hon. William L. Chambers (chairman), Mr. W. W. Atterbury, representing the railroad companies, and Mr. Albert Phillips, representing the employees.

The arbitration proceedings began in New York City on March 10, terminating on April 5. The decision was rendered April 23, effective from May 3, 1913.

Owing to numerous questions arising under this award it has not been applied in its entirety on all railroads, but the conference committee of managers have made a careful estimate of the cost thereof, which is $2,757,000 per annum, or 9.4 per cent, based on operations for the calendar year of 1912.

The Baltimore & Ohio Railroad Co. has applied the award, and careful calculations show the increased cost per annum to be $295,500, or 10.57 per cent.

While the negotiations with the firemen were in progress a communication, dated December 28, 1912, was addressed to the chairman of the conference committee of managers by the presidents of the Order of Railway Conductors and Brotherhood of Railroad Trainmen, advising that on January 6, 1913, certain wage propositions would be presented by the committees of the two organizations to the representatives of the eastern railroads east of Chicago and north of the Chesapeake & Ohio Railroad, and inquiring whether it would be agreeable to the railroads to handle the negotiations collectively or individually. On various dates in the early part of January, 1913, each of the railroads involved received these requests from their respective committees. The railroad companies decided to handle the negotiations collectively.

On account of the pending arbitration proceedings with the firemen it was impossible to hold conferences until April 22.

It developed that it was impossible to reach a settlement, and the representatives of the conductors and trainmen returned to their respective railroads, presenting the situation to the employees, and obtained authority to declare a strike in the event of their inability to negotiate satisfactory settlement.

Conferences were resumed on July 8, continuing, with several intermissions, until July 16, when it was concluded that a settlement could not be reached. A request signed jointly by the chairman of the conference committee of managers and the presidents of the two organizations was thereupon addressed to the President of the United States for the services of the Board of Mediation and Conciliation, as provided in the Newlands Act, which had recently been passed, superseding the Erdman Act.

Through this intervention an agreement to arbitrate the differences were entered into on July 26. The board selected consisted of the Hon. Seth Low (chairman), Dr. John H. Finley, Messrs. W. W. Atterbury and A. H. Smith, representing the railroad companies, and Messrs. L. E. Sheppard and D. L. Cease, representing the employees.

The hearings began on September 11 and terminated October 10. The award was rendered November 10, effective from October 1, 1913. Up to this time the award has not been applied, but the arbitrators state in their award that the cost is estimated at $6,000,000 per annum, or 7 per cent.

While the management of the Baltimore & Ohio Railroad and the representatives of the employees have not up to this time had conference for the purpose of revising the schedules to conform to the award, careful estimates have been made of the cost thereof, which indicates that the wages of conductors and trainmen on the railroad will be increased $578,112 per annum, or 7.55 per cent.

It will be seen from the foregoing that since and in addition to the wage increases granted in the calendar year 1910, a small portion of which was effective in the fiscal year ending June 30, 1910, the engineers, firemen, conductors, and trainmen have been awarded increases through arbitration proceedings amounting to $10,350,000 per annum on the eastern railroads, and increases in rates of pay have been granted to various other classes of labor amounting to large sums in the aggregate in addition to those granted in the year 1910.

Mr. Bond. On the first page you give the figure of $8,750,000 and on the last page you mention the figure of $10,350,000. State how far those figures include the same awards and state why there is a difference.

Mr. **Walber.** The amount of $10,350,000 is made up of the cost of the three arbitration awards, namely, for the engineers, $1,600,000, which was effective from May 1, 1912. The cost of that award is in the fiscal year ending June 30, 1913.

The fireman's arbitration award represents $2,750,000, which was effective from May 1, 1913. Some few of the railroads have in their expenses the portion of that for the fiscal year ending June 30, 1913, a portion of the cost for the two months of May and June, but by far the greater portion have not applied the award, and none of the expense of it appears in the accounts for the fiscal year ending June 30, 1913.

The balance of $8,000,000 entering into the total of $10,350,000 is represented by the award in the conductors' and trainmen's case, which was effective from October 1, 1913, the cost of which will not appear until the accounts for this fiscal year, ending June 30, 1914, will have been completed.

Mr. **Bond.** I hand you a statement headed "Increases in wages due to changes in rates of pay, year ended June 30, 1913, compared with year ended June 30, 1910." Will you state what that is? I will first introduce that as "Walber Exhibit No. 2."

(The paper referred to was received in evidence, marked "J. G. Walber Exhibit No. 2," and will be found at the end of this hearing.)

Mr. **Walber.** This is a statement compiled from the report rendered by the railroad companies shown upon the request of a committee on accountants in connection with this rate proceeding. Their instructions were to take all wages for the year 1913 and apply thereto the rates in effect prior to the increase granted in 1910; in other words, to show how much of the wages in 1913 were due to the advances granted since 1909.

The figures in the first column, "Increase in wages 1913 over 1910," represent this cost.

It will be noted that a few of the roads are missing. The railroads reporting, however, represent 83.62 per cent of gross earnings and practically 85 per cent of mileage of first main track.

There is an explanatory note at the bottom of the statement "Increase in wages, 1913 over 1910; returns of the railways to the accounting committee." "Aggregate wages, 1913; gross earnings, 1913; miles of first main track operated; returns of the railways to the Interstate Commerce Commission."

There is an additional note indicating that the amount for the New York Central excludes the Pittsburgh & Lake Erie; the Lake Erie & Western; the Toledo & Ohio Central; and the Chicago, Indiana & Southern.

It is proper to state that the cost represented in the New York Central Lines in this statement are the New York Central & Hudson River Railroad, the Lake Shore & Michigan Southern, the Michigan Central, and the Cleveland, Cincinnati, Chicago & St. Louis. The aggregate wages are those reported by those four companies and also the gross earnings and miles of main track.

Mr. **Bond.** What is the per cent of increase?

Mr. **Walber.** The increase in wages of $48,618,972.41 is 10.62 per cent.

Mr. **Bond.** 10.62 per cent of what?

Mr. **Walber.** Of the aggregate wages shown of $506,000,000, or 110.62 per cent of what they would have been if the 1909 rates had been in effect in the year 1913.

Mr. **Bond.** The $506,000,000 is the gross pay rolls of all the roads mentioned?

Mr. **Walber.** Yes.

Mr. **Bond.** As I understood your testimony, in this $48,000,000 there is included the award to the firemen only for two months in the case of a few of the railroads.

Mr. **Walber.** Yes.

Mr. **Bond.** I will ask you now with particular reference to the Baltimore & Ohio Railroad. You have a statement entitled "Amount of increase in fiscal years indicated over fiscal year 1909 due to increased rates of pay and changes in working conditions." That has attached to it five pages, which are headed "Details of increase due to increased rates of pay and changes in working conditions." Will you please state what those tables are? In the first place, I will introduce these six sheets as "Walber Exhibit No. 3."

(The papers referred to were received in evidence, marked "J. G. Walber Exhibit No. 3," and will be found at the end of this hearing.)

Mr. **Walber.** They are marked "Exhibit A," but I do not know why they were marked in that manner.

Mr. **Bond.** The first page is a summary of the other pages?

Mr. **Walber.** The first page is a summary of the detail sheets accompanying it.

It might be enlightening if I preface my explanation with a statement of a condition which applied generally to the wage schedules affecting train and engine employees.

They do not have a uniform rate of pay for each class of service. Different rates are paid for passenger, for through freight, for local freight, and in some cases varying rates are paid for mine-run service and for yard service. In fact, there are seven or eight classifications of service for which different rates of pay are allowed. Therefore the cost depends largely upon the relations of these different classes of service to the total. The percentage of increase in the several classes of service vary. Therefore it is necessary, or we have found it necessary at any rate in our experience, to ascertain the amount of service of each class, then taking the cost under the former schedule and apply the new rate by classes. That has been our experience for five or six years. We take the individual time slips of the men. They, of course, show the cost under the former rates. Then we apply against those time slips the new rates, and in that way get the increased cost for each class of service. We also use these time slips to arrive at the total for each class.

Having ascertained the percentage that each class bears to the total for that month, we take those percentages and apply them against the wages for the year and apply the percentage for each class that is due to a change in rate to the wages for that class of service for the year. In that way we feel that we get an accurate estimate of the cost of each wage adjustment.

Mr. **Bond.** For these particular figures what month did you take?

Mr. **Walber.** We took the month of October, 1909, as the base month—that is, the rates in effect in 1909 originally—to get the 1910 increase. The negotiations were pending at that time, and the 1910 figure was therefore used. But for each of the succeeding years, having ascertained the percentage originally, we followed it through each wage adjustment.

For instance, the first adjustment of the Baltimore & Ohio Railroad, as explained, was that for the conductors, which was effective March 1, 1910. The rates established by that settlement extended through to May 1, 1912. The percentage of cost of the March 1, 1910, adjustment was 6.738 per cent, and therefore the wages to May 1, 1912, were 106.738 per cent of what they would have been if the 1909 rates had been in effect.

Then effective May 1, 1912, an adjustment equalling 3.97 per cent on the wages of conductors was allowed. On June 30, 1912, we established a new percentage of 110.9 per cent over the 1909 cost. This percentage was continued through to the end of the fiscal year June 30, 1913.

That same method was followed out in arriving at the cost for the trainmen, the settlement with the conductors and trainmen having been made at the same time.

Effective April 1, 1910, the engineers received an increase of 8.2 per cent, and that continued through until July 1, 1911, when our adjustment of 2.378 per cent was allowed, fixing the increase at 110.59 per cent over the 1909 rates.

That continued through until the engineers' arbitration, effective May 1, 1912. No adjustment was made in the fiscal year ending June 30, 1912, and no cost is shown. From July 1, 1912, we have this increase of 4.58 per cent, building up an increase percentage of 115.66 per cent up to June 30, 1913, over the 1909 rate.

With the firemen the same process was used.

With the telegraph operators we took the cost of each settlement—there were two in this period—and we took the percentage for each settlement figured on the pay roll, taking the individual office, and the increase in the rate for each of the individual offices; we then calculated the percentage, and applied that against the pay roll for each year for telegraph operators for the months in which the adjustments were effective.

In the motive-power department the pay rolls for each month since 1910 were analyzed month by month.

It might be well for me to state here that on our railroad no increase in the rates, the positions, or the jobs, as they may be called, in the motive-power department may be granted without authority from the head of the operating department. It is therefore necessary that written authority be obtained for each instance, and we have adopted a form for that purpose. Those forms are of record in the accounting department. We trace through each authority for an increase in a position. Where there is an increase due to one man superseding another in the same place—that is, in the line of promotion—no account was taken of it. Only the increases for positions were taken into account. This was run through, month by month, for each month in which these increases were effective, and the motive-power department cost was shown to be, for the year ending June 30, 1910, $173,174; for the fiscal year ending June 30, 1911, $615,127.84; for the fiscal year ending June 30, 1912, $786,544; and for the fiscal year ending June 30, 1913, $1,262,206.77.

Mr. BOND. How about the maintenance of way?

Mr. WALBER. I am coming to that in just a moment. I have a blue print here showing the method through which the motive-power costs were ascertained, and I will be glad to furnish as many copies as desired at a later date.

Mr. BOND. We will furnish copies of these detail tables showing how it was worked out. I do not want to introduce them, because I think they just cumber the record.

Mr. WALBER. In the maintenance of way department we have a somewhat different condition. The only changes in rates of pay were those effected by the 6 per cent increase which was granted April 1, 1910, and an additional 3¼ per cent increase granted July 1, 1912.

This 3¼ per cent increase was arrived at by taking the changes in rates granted at that time, as applied to the pay roll. That is comparatively simple as to the maintenance of way department, as it only had two adjustments, and the individual adjustments amounted to only about something like $16,000 a month, and it was therefore comparatively easy to ascertain the cost.

We had more difficulty, perhaps, in arriving at the increase under the heading of "Miscellaneous or other employees." As stated in connection with the motive-power department, it was necessary to look up all of the individual authorities which had been given for increases. These were run down through each month on the pay roll, and the increases calculated month by month in order to get the expenses due to changes in rates. We did not want to include any increase on account of the increased number of employees, but it was our effort to show only that part of our increased expense which was due to changes in rates of pay for certain defined positions.

Mr. BOND. The result of that examination is that the several departments and classes of employees are shown on this first page?

Mr. WALBER. Yes, sir.

Mr. BOND. Will you state what the increases were over 1909, year by year?

Mr. WALBER. For the fiscal year ending June 30, 1910, the increase was ascertained to be $689,680.20.

Mr. BOND. That was really only for three months?

Mr. WALBER. Those increases were effective on various dates during that time. Some were effective March 1, some April 1, and some May 1, but the increases were calculated for the month in which they were effective.

For the year ending June 30, 1911, the increase was up to $2,758,792.40.

For the year ending June 30, 1912, it was $3,248,216.32.

For the year ending June 30, 1913, it was $4,758,695.02.

The last column represents the estimated increase of the year 1913 over 1910. In other words, that figure, $4,069,014.02, we ascertained by taking from $4,758,695, the total for the year ending June 30, 1913, the amount of $689,680, shown in the first column. The heading might perhaps be a little more accurate. It is really the difference between the cost in 1913 and the cost in 1910.

Mr. **Bond**. The cost in 1911 over 1910 was how much?

Mr. **Walber**. $2,758,792.40.

Mr. **Bond**. That is over 1910. You have not subtracted $689,680?

Mr. **Walber**. That will give you the difference between the two increases.

Mr. **Bond**. That is what I want.

Mr. **Walber**. That is the actual increase, $2,758,792, over 1910.

Mr. **Bond**. What I wanted to call your attention to was the fact that there was about $2,000,000 difference between 1910 and 1911. Is not that so?

Mr. **Walber**. Yes, sir.

Mr. **Bond**. And the total difference, when you get up to 1913, is over $4,000,000?

Mr. **Walber**. $4,069,000.

Mr. **Bond**. So that the increase in expenses in 1913 due to increases in pay since the first wage increase that you have testified to, in 1910, is about as great as those due to the increase in 1910, or nearly so?

Mr. **Walber**. Not entirely so, because we had the element of the increased volume of business in the two periods.

Mr. **Bond**. I understand that it is subject to that.

Mr. **Walber**. And those increases granted in 1910 had to be applied to all the business handled in 1913, 1912, and 1911, and vary according to the volume of business; but the cost shown here, I want to make plain, is only that part attributable to the changes in rates.

Mr. **Thorne**. Have you that expense due to increased rates of pay separated from maintenance of equipment like you have for maintenance of way?

Mr. **Walber**. Yes; the increase for maintenance-of-equipment employees. Is that your question?

Mr. **Thorne**. Yes.

Mr. **Walber**. Yes; they are shown separately. That is shown at the bottom of the summary.

Mr. **Brandeis**. As doubt has been expressed as to what was meant in the first page of your memorandum by the expression "Due to changes in rates of pay and working conditions," will you make that a little clearer?

Mr. **Walber**. For illustration, Mr. Brandeis, one of the working conditions is the basis of overtime. In the New York Central award they created a new overtime rule, one that never had been adopted anywhere before in passenger service: Overtime after 8 continuous hours in a 12-hour period, with overtime for 12 hours elapsed time. That is a change in working conditions. Generally employees were paid overtime for 10 hours. The difference between the cost of overtime under the old rule and the cost under the new rule was shown.

Comparatively recently a new rule has been adopted for compensation for holding employees at terminals away from their homes beyond a certain time. We now pay for that, and we did not have to pay for it before.

Commissioner **Harlan**. That illustrates the point.

Mr. **Walber**. Those are what we call "working conditions." There are quite a number of those conditions.

Mr. **James**. I notice that one of the rules prescribed as a working rule is to the effect that 100 miles or less would constitute a day.

Mr. **Walber**. Yes.

Mr. **James**. Does that mean if a passenger conductor, a trainman, or engineman should take out a train and run 60 miles an hour, consuming about an hour and a half, that he would get a whole day's pay for that hour and a half's time?

Mr. **Walber**. Yes.

Mr. **James**. That kind of run applies more to passenger service than to freight service?

Mr. **Walber**. Yes.

Mr. **James**. So that this increased burden of these working rules fell more heavily upon passenger service than upon freight service?

Mr. **Walber**. You used the illustration of 60 miles an hour. I had in mind applying 60 miles an hour to passenger service. But under the penalty rule I will have to correct that answer.

Mr. **James**. Well, we will take a passenger train running 30 miles an hour, running 3 hours and a fraction. They would get a day's pay for that.

Mr. **Walber**. They get paid by the miles or hours, whichever is the greater. If they run 100 miles in 3 hours, they would get paid for the 100 miles. If they run 100 miles in 8 hours they would get paid for the 8 hours.

Mr. **James**. I wanted to get at the application of the rule.

Mr. **Walber**. This penalty element in the situation to which you refer, of 100 miles or less constituting a day, is applicable, I should say, in 95 or more cases to freight service than to passenger service.

Mr. **James**. You mean in practice?

Mr. **Walber**. Yes.

Mr. **James**. That is because a run of 100 miles takes how much time in fact?

Mr. **Walber**. The freight basis is usually 10 miles per hour. In order to get that clear, let me state this peculiarity of the wage schedule. On our railroad in our heaviest originating territory, territory where we originate the greatest tonnage, the Marysville region, for instance, in the Connellsville district, practically all the tonnage originating there going westbound has to be taken to Connellsville, a distance of, say, 60 miles from the assembling yards. For those 60 miles we have to pay for 100 miles. Eastbound for 58 miles or 62 miles, depending upon where it originates, we have to pay for 100 miles. Coming out of West Virginia, all West Virginia coal coming east from Grafton and Keyser, 78 miles, carries a bonus of 22 miles in each case. The movement between Fairmont and Grafton, 25 miles, we operate as a turn around. For that turn around, 25 miles each way, or 50 miles, we have to pay for 100 miles. That is the condition that confronts us on the question of 100 miles or less constituting a day.

Mr. **James**. Why did you exclude the Pittsburgh & Lake Erie Railroad?

Mr. **Walber**. They have not furnished the cost of their wage adjustment, and therefore we had to omit them.

Mr. **James**. Is that the reason you excluded the Lake Erie & Western and the Toledo & Ohio Central, and so forth?

Mr. **Walber**. That is the explanation for the exclusion of all of the companies parties to this proceeding.

Mr. **James.** With reference to your Exhibit No. 2, the first column represents the increase in both passenger and freight?

Mr. **Walber.** It is the itemized cost in each class as shown—passenger, through freight, local freight——

Mr. **James.** No; I am speaking of Exhibit No. 2.

Mr. **Walber.** That is the total of wages, Mr. James.

Mr. **James.** In the second column you give aggregate wages for 1913. In the first column increase in wages, 1913 over 1910, and by subtraction you can get the aggregate wages of 1910.

Mr. **Walber.** Yes.

Mr. **James.** In your next column you give gross earnings, 1913, but you have no column showing gross earnings for 1910.

Mr. **Walber.** No. The only purpose in showing the gross earnings and the miles of first main track was to have a measure indicating the number and value of the railroads included in the $48,000,000.

Mr. **James.** Those gross earnings are passenger and freight?

Mr. **Walber.** Gross from all sources; every operation.

Mr. **Lyon.** I understand that you represented the Baltimore & Ohio in these negotiations with regard to wages?

Mr. **Walber.** In the engineers' case I represented the third vice president, but in the firemen and conductors' cases I represented the Baltimore & Ohio conference committee, and in addition had been made chairman of a subcommittee which handled all the statistics and exhibits which were introduced at the hearing.

Mr. **Lyon.** In those negotiations did the Baltimore & Ohio Railroad take the position that the employees were not entitled to an increase in wages?

Mr. **Walber.** We did.

Mr. **Lyon.** Upon what did you base that contention?

Mr. **Walber.** We based that contention on the amount of wages they were receiving; on the value of service performed, as we viewed it. We felt that for the services they were rendering they were adequately compensated.

Mr. **Lyon.** Did you base that upon the revenue which you were receiving for the services you rendered the public, or did you base it upon a comparison with the wages for similar services outside of the railroads?

Mr. **Walber.** We did not make much of a comparison with service outside of the railroads. Statistics bearing on that are very meager. For instance, we looked for such data in the conductors' and trainmen's case and we could only find it in one State, the State of Pennsylvania. They had a department of labor and published data. The other States in the eastern territory had no such data.

We took the position that for the services they rendered, considering the hours that they consumed in doing it and the earnings they received for it, the wages per hour which we calculated, they were very well compensated for what they did.

In the conductors and trainmen's case they themselves took the position that they did not claim that they should "participate in the productivity." I think that is the term they used.

Mr. **Lyon.** Then the wages on the Baltimore & Ohio had been increased, not because the Baltimore & Ohio thought their employees were entitled to an increase, but because the employees demanded the right to participate in this productivity?

Mr. WALBER. No; they declined to take that position.

Mr. LYON. I misunderstood you.

Mr. WALBER. In the conductors and trainmen's case they absolutely refused to put up any such argument.

Mr. LYON. Upon what did they base their argument?

Mr. WALBER. In the conductors and trainmen's case the basis of the argument was the fact that higher rates are paid in the West than in the Southeast. That appears to be the case.

Mr. LYON. That the wages were not in line with the wages paid by other railroads in other sections of the country?

Mr. WALBER. Yes.

Mr. LYON. Does the Baltimore & Ohio Railroad Co. feel that the employees are entitled to the increase which has been made?

Mr. WALBER. That is rather a delicate question. Having been an arbiter and having agreed to abide by the arbitrated decision, I would much prefer not to express myself on that, although I will if necessary.

Mr. LYON. I shall ask the commission to allow you to express your view. I think it is very important to my position here, representing the shippers, to know whether these wages are granted employees because they are entitled to them or for some other reason. You are asking an increase in rates to meet them.

Mr. WALBER. I have no hesitancy in stating my position on that score.

The attitude which confronts the railroads is simply this: You have three alternatives—that is, there are three possible methods of meeting the condition.

First, you have the method of negotiating with your men. If you can settle with the men, that disposes of it. Your next alternative is to agree to arbitrate, and you must abide by the arbitrative award, and you must put it into effect. Regardless of what you might think yourselves, if the arbitration committee says that you must pay it, you have got to pay it. If you are not willing to take that chance, if you are not willing to allow some neutral, competent authority to say what you must pay, then the only remaining course is to allow the railroad employees to do what they claim they will do and what they must be authorized to do by the rank and file before they will agree to arbitrate, and that is to withdraw from the service. Those are three courses we have. There is no telling what would happen in the latter event, but there is only one way to find that out, and that is to let them do it. We have not so far been willing to take that risk.

Mr. LYON. When you take the first or the second course and agree to an increase in the wage scale against your better judgment the remedy for the situation is an application to the commission for an increase in the rates to meet the increased wages?

Mr. WALBER. What alternative have we? If some disinterested and neutral authority, party, or individual decides what the rates shall be, and he differs from you, doesn't that indicate that perhaps you are wrong?

Commissioner **Harlan**. I do not think you understood counsel's question.

Mr. **Walber**. I want to get your question clear.

Mr. **Lyon**. I understand that you have three methods—you can settle with your men, you can arbitrate, or you can have a fight and abide by the result. When you adopt either of the first courses and it results in an increase in the wages, the remedy for the railroad is to apply, as here, to the Interstate Commerce Commission for permission to increase the rate of transportation?

Mr. **Walber**. I think so, unqualifiedly.

Mr. **Lyon**. Therefore, if next year the employees should apply for an increase in wages and you should settle on the first or second ground, resulting in an increase in the wages, your remedy would be an application to the commission for permission to further increase the freight rates?

Mr. **Walber**. So long as we are obliged to pay rates of pay without having the power to avoid it, or without taking the last recourse and subjecting the public to suspension of traffic and all the contingent ills that go with it, we have certainly no recourse but to have some one give us the money, which we can pass on to somebody else.

Mr. **Brandeis**. Or to save it through some other process.

Mr. **Walber**. Perhaps. We have been trying that for three years or more.

Mr. **Lyon**. I want to get that fact clearly before the commission, because I really think that is the question here.

Mr. **Thorne**. How many of these increases were not granted through arbitration?

Mr. **Walber**. The increase to operators was granted through mediation. That was November 1, 1911. Maintenance-of-equipment employees were granted 6 per cent in April 1, 1910, at the same time the conductors and trainmen and engineers and firemen got theirs. The maintenance-of-way employees the same way. To the miscellaneous employees the increase was in a sense voluntary in an effort to give the other employees at least something after the organized employees had taken so much away from us.

Mr. **Bond**. There has been some question about how much of this increase related to passengers. As I figure it out roughly, in the transportation department the passengers got an increase of $293,760 out of a total of $1,921,750, or about 15 per cent.

Mr. **Walber**. I have not calculated that, but it could very readily be done.

Mr. **Bond**. Do not calculate it now, but calculate it and file it at a later time.

Mr. **Walber**. I will be glad to do that.

Commissioner **Harlan**. That seems to be all with this witness.

Statement of **George Stuart Patterson**, representing the Pennsylvania Railroad Co.

Mr. **Patterson**. May it please the commissioner, I asked the operating department to prepare certain statistics dealing with the wage situation on the Pennsylvania lines, but in view of the fact that the Baltimore & Ohio has gone into such great detail on that particular more & Ohio, and, because of certain elements in the case, I think it is very important to have that.

Mr. PATTERSON. I will find out how much labor will be involved in doing that, and I will advise Commissioner Harlan. He can then pass upon the question. If it involves a tremendous amount of labor and large expense, we will not furnish it unless ordered to do so by the commission. You must show in some way that it is very relevant to this inquiry.

Mr. BUTTERFIELD. In line with the statement made by Mr. Patterson for the Pennsylvania, I would like to make a brief statement for the New York Central system.

As your honor will understand, the problem of ascertaining the exact facts of a series of readjustments in wages is extremely complicated, and I am going to content myself with stating here that so far as the New York Central & Hudson River Railroad Co., the Lake Shore, the Michigan Central, and the Big Four are concerned, that we have made an actual application of the rates of pay and working conditions in effect prior to the adjustment which took place in the spring of 1910 to the business since that time. The figures show that the amount of money paid in wages since that time on those four lines is $10,000,000 more than it would have been if the adjustment referred to by Mr. Walber had not been made.

Mr. Chambers is our supervisor of wage schedules, and will be available at this or any other hearing for cross-examination if counsel desire any further details on the subject.

Mr. THORNE. I would like to make the same request that I did of the Pennsylvania.

Commissioner HARLAN. Have those figures been made?

Mr. BUTTERFIELD. They have not.

Commissioner HARLAN. Will you look into the matter and advise me as to the labor and expense that will be necessary to do that?

Mr. WALBER. I will be very glad to.

Mr. MINNIS. At the last hearing I was granted permission to offer additional evidence at this time in regard to the territories in Central Freight Association territory. I will call Mr. Maxwell for a brief examination.

W. C. MAXWELL, a witness previously sworn on behalf of the Wabash Railroad Co., resumed the stand and testified further, as follows:

Mr. MINNIS. Mr. Maxwell, you are general traffic manager of the Wabash Railroad Co.?

Mr. MAXWELL. Yes.

Mr. MINNIS. Mr. Maxwell, I hand you some sheets containing data prepared in this case. Will you please indicate what that data is and state who prepared it? I will state that these figures of the Central Freight Association lines showing groups 1 and 3 were mentioned on the former hearing, and the data is the result of the operations of groups 1 and 3 in Central Freight Association territory built up on the same plan that was employed in the combined statement for the systems of the Pennsylvania Railroad system, the Baltimore & Ohio system, and the New York Central system.

Mr. Patterson offered in evidence a combined statement prepared along the same lines for 38 railroads in official classification territory.

This data was prepared by the Bureau of Railway Economics. If anyone desires to raise any issue, we will call the person who prepared the data.

Commissioner HARLAN. Let the papers be identified and offered in evidence and you may proceed with the examination of the witnesss.

Mr. MINNIS. I will offer the papers and ask that they be marked "W. C. Maxwell Exhibit No. 4."

(The papers referred to, consisting of 10 sheets, were received in evidence and marked "W. C. Maxwell Exhibit No. 4," and will be found at the end of this hearing.)

Mr. MINNIS. In connection with the offer I wish to add that attached to the main sheets are sheets which contain an analysis of the figures in the same form that was employed in the combined statements to which I have referred.

Mr. Maxwell, referring to pages 4 to 10, inclusive, of Maxwell Exhibit 1, which contains a summary of the results of operations of groups 1 and 3 of Central Freight Association lines, and to Maxwell Exhibit 4, prepared by the Bureau of Railway Economics, which shows results of the operations of the same groups of railroads, I will ask you to state whether or not the data in the two exhibits was worked up on the same plan—that is, whether the items of each are identical; and if not, state wherein they differ.

Mr. MAXWELL. Exhibit No. 4 omits one road, the Detroit & Toledo Shore Line, from both groups 1 and 3.

The data in Exhibit 1 covers the period from 1908 to 1913, inclusive, whereas the data in Exhibit 4 covers the period 1903 to 1914.

Exhibit 1 covers the mileage of lines as of the end of the fiscal year 1913, whereas Exhibit 4 is based upon the average mileage of each year.

In Exhibit 1 the railroads of the groups and their operations were taken as reported to the Interstate Commerce Commission, whereas Exhibit 4 treats the operations of the lines absorbed during the period as a part of the operation of the absorbing line from the beginning of the period—for instance, the Lake Erie & Western absorbed the Northern Ohio, we will say, in 1910, since which time the results of its operations has been amalgamated with the purchasing company, and its operations since it was absorbed are shown in the data on Exhibit 1, but the results of its operations before it was absorbed are not shown on Exhibit 1, whereas on Exhibit 4 its operations throughout the period are shown by adding its figures prior to its absorption to those of the absorbing company.

The data on Exhibit 1 includes the intercorporate holdings of stocks and bonds, whereas Exhibit 4 excludes them—for instance, the Lake Shore owns a large block of the securities of the Pittsburgh & Lake Erie; in Exhibit 1 the earnings of the Pittsburgh & Lake Erie which are paid as dividends to the Lake Shore are included twice in the gross corporate income—first in the gross corporate income of the Pittsburgh & Lake Erie and afterwards in the gross corporate income of the Lake Shore—whereas Exhibit 4 does not include the dividends paid by the Pittsburgh & Lake Erie on its stock held by the Lake Shore.

Exhibit 1 gives the mileage of the groups only for the end of the year 1913, and does not cover total capital obligations, property investments, or the detail of deductions from income account, profit-and-loss account, detail of revenues, and tonnage and mileage statistics, all of which are shown on Exhibit 4, including the mileage for the period.

Exhibits 1 and 4 differ in other minor respects; I have mentioned all substantial differences.

While the differences I have mentioned prevent an identity of items and figures in Exhibits 1 and 4, which differentiate as a result of the differences I have mentioned, the ultimate showing is relatively the same, with the addition that Exhibit 4 covers a longer period and the additional data I have mentioned.

Exhibit 4 presents complete data conformable to the plan of the statements of the three large systems and the combined statements of the 38 systems which have been offered by the Central Freight Association lines.

Mr. MINNIS. Mr. Maxwell, in your former testimony in this case you stated that the increase in operating revenue, after deducting taxes, of group 3, in 1913 over 1908, was $811,549, and that during the period $179,000,000, in round numbers, was invested in additions and betterments, and that if the $811,549 was applied as a return on the new capital it would amount to forty-five one-hundredths of 1 per cent; but you express the opinion that the increase in debit balance of car hire and rentals paid, 1913 over 1908, ought to be deducted from the $811,549 in order to show what, if anything, was in fact earned on the new capital invested. Have you now at hand figures which will indicate the increase in debit balances of equipment hire and rentals paid, 1913 over 1908; and if so, will you give them?

Mr. MAXWELL. Exhibit No. 4—which omits the Detroit & Toledo Shore Line, a small line—shows debit balance of hire of equipment, joint facilities and miscellaneous rentals, details under caption "Other income relating to operation," for group 3, in 1908, of $3,447,905; in 1913, $8,324,903; or an increase in the debit balance, 1908 to 1913, of $4,876,998.

Mr. MINNIS. You said 1908 over 1913. You mean 1913 over 1908?

Mr. MAXWELL. Yes. In my opinion this should be deducted from the $811,000 in order to show what, if anything, was earned on the $179,000,000 of new capital invested, and when we deduct this we find that not only nothing was earned on the new capital but that in round numbers $4,000,000 less was earned on the capital invested at the beginning of the period. This resulted notwithstanding an increase in gross earnings of $63,000,000.

Mr. MINNIS. Are you able to state what amount of new capital the lines in group 3 invested in additions and betterments during the period of 1910 to 1913?

Mr. MAXWELL. The Bureau of Railway Economics has furnished a statement showing the addition of capital, 1910 to 1913, in group 3, of $122,429,015.

Mr. MINNIS. Group 3 on the bottom of page 4 of Exhibit 1, in 1913, as compared with 1910, has a decrease in net operating revenue, after deducting taxes, of $9,500,000, according to your testimony.

Mr. MAXWELL. That is correct.

Mr. MINNIS. And, according to your theory, the increase in debit balance of equipment hire and rentals, 1913 over 1910, should be added to that sum in order to show by what sum the companies failed to earn anything on the new capital invested in additions and betterments, 1910 to 1913.

Mr. MAXWELL. Exhibit 4 shows the increase in the debit balance of roads in group 3, for hire of equipment, joint facilities, and miscellaneous rentals, carried under "Other income relating to operation," increased, 1913 over 1910, $2,400,000, exclusive of the Detroit & Toledo Shore Line. If we add this sum to the $9,500,000 decrease in net operating revenue after taxes, 1913 versus 1910, it would show that group 3 not only failed to earn anything on the new capital invested during the period, but actually earned nearly $12,000,000 in round numbers less than they did in 1910 on the property they then had invested. This despite the fact that the property was used by the public to the extent of $36,000,000 of earnings more in 1913 than in 1910.

Mr. MINNIS. Can you now state the amount invested by group 1 in additions and betterments, 1910 to 1913?

Mr. MAXWELL. Group 1, 1910 to 1913, the amount of increased additions and betterments was $203,831,789.

Mr. MINNIS. At the last hearing a member of the commission asked you to prepare some data covering the subject of additions and betterments. Have you been able up to this time to prepare that data?

Mr. MAXWELL. We have not completed it, but it will be furnished shortly.

Mr. MINNIS. I now hand you a paper which I will ask the reporter to mark "Maxwell Exhibit No. 5."

Commissioner HARLAN. Do you offer that in evidence?

Mr. MINNIS. Yes.

(The paper referred to was received in evidence and marked "W. C. Maxwell Exhibit No. 5," and will be found at the end of this hearing.)

Mr. MINNIS. Referring to page 1 of Maxwell Exhibit 5, state whether the data on that page was prepared under your supervision, the sources from which it was obtained, and what it shows in a general way.

Mr. MAXWELL. This data was compiled under my supervision, and the figures for 1913 were obtained from the reports of the railroad companies to the Interstate Commerce Commission and the figures for 1914 were obtained from the companies direct. The statement shows the results of the operations of Central Freight Association lines in groups 1, 2, and 3 for the first quarter of the present fiscal year and a comparison with the first quarter of the last fiscal year, also the percentage relation of the principal items of cost to operating revenue during the periods, and an illustration of the increased cost of operation as shown by the application of the ratio of 1913 costs during the period to the 1914 business during the period.

The data shows that in group 1 there was an increase in the gross revenue of almost $6,000,000, an increase in operating expenses and taxes of $12,500,000, a decrease in net after operating expenses and taxes of $6,500,000. It will be recalled that the decrease in net after operating expenses and taxes for group 1 in 1913 as compared with 1910 was $12,000,000; thus it will be seen that the decrease in net after operating expenses and taxes for the first three months of the present year was more than half the decrease of 1913 as compared with 1910. The ratio of operating expenses and taxes to gross revenue increased from 71.9 per cent to 77.8 per cent, and I believe it is generally conceded that the months involved are favorable to low costs of operation. In 1913 the ratio of operating expenses and taxes to operating revenue for the entire year was 78.2 per cent, whereas for the first three months of the year it was 71.9 per cent. These figures indicate that the ratio of operating expenses and taxes to operating revenue will, for the present fiscal year, greatly exceed the ratio for the first three months.

Mr. Minnis. Page 2 also contains what data?

Mr. Maxwell. Page 2 also contains the showing of groups 2 and 3 for the first quarter of the present fiscal year compared with the last year and the other data shown in group 1 and indicates relatively the same condition as group 1.

Mr. Minnis. I believe pages 3 and 4 contain the details of the data on page 2. What does page 5 show?

Mr. Maxwell. It shows the statement of income account and corporate relationship of the short Central Freight Association roads mentioned by me in my former testimony as Central Freight Association group 4. In the former hearing a member of the commission asked me if I would not prepare and submit a statement showing separately the independent lines and those that were subsidiary to other lines. This data is shown on that page for 1910 and on the following page for 1911.

Mr. Minnis. What does page 7 show?

Mr. Maxwell. It shows in detail the securities owned by the Pennsylvania Co., the Pittsburgh, Cincinnati, Chicago & St. Louis, the Lake Shore, and the Michigan Central. This data was also prepared at the request of the commission.

Mr. Minnis. What does page 8 show?

Mr. Maxwell. Page 8 shows a statement of payments for loss and damage to freight of the lines in Central Freight Association territory for the fiscal year 1912 and a comparison between groups of the lines and a group of outside lines.

Mr. Minnis. For the information of your honor and counsel for the different lines I want to say that at the last hearing I stated that I would prepare and submit to counsel an abbreviation or digest of Mr. Maxwell's testimony. However, on reflection I concluded to wait until the testimony was completed, and in a very short time I will prepare a digest covering all the points, and I will forward the digest to Mr. Brandeis or to any other counsel on the other side for distribution.

Commissioner Harlan. At the further hearing the witness will be subject to cross-examination on these exhibits.

Mr. Minnis. Yes.

Mr. Patterson. I think that is all we have to-day, sir.

Mr. Lyon. Does this close the presentation of the railroad companies' case?

Mr. **Patterson**. No; this is just preliminary.

Mr. **Lamb**. May I ask Mr. Maxwell a question or two?

Commissioner Harlan. Yes.

Mr. **Lamb**. Mr. Maxwell, you said there was something like $124,000,000 of new capital that had been put into the roads in Central Freight Association territory covered by your statement. Do I get that right?

Mr. **Maxwell**. Roads in group 3.

Mr. **Lamb**. That is since 1910?

Mr. **Maxwell**. Yes.

Mr. **Lamb**. May I ask you how that was procured, whether through the sales of stock or through the sales of bonds?

Mr. **Maxwell**. At the previous hearing the commission requested us to furnish that information in detail for the period from 1908 on. When that is done the information will be shown for each year.

Mr. **Lamb**. You have not that information at hand now?

Mr. **Maxwell**. No.

Mr. **Lamb**. As I understand you, your statement will cover the amount that has been procured by the sales of stock, the sales of bonds, and that that has been put back in earnings, if any?

Mr. **Maxwell**. That is the form that the commission asked for.

Mr. **Lyon**. Will that statement show the actual amount received from the securities after deduction of all payments of commissions, and so forth?

Mr. **Maxwell**. Yes.

Mr. **Minnis**. That statement is going to be very difficult to work up. We have been working at it since the last hearing, and have had a great deal of difficulty in getting hold of the figures. I do not know just how complete it is going to be, but we will do the best we can.

Mr. **Lyon**. We have some requests to make of the carriers, and I suppose we will do that through Mr. Brandeis. We want to get some information about the division of rates applicable to coal. I suppose the proper method would be to submit the requests through Mr. Brandeis. That was the course pursued in 1910.

Mr. **Garrison**. I would like to have my appearance entered formally in the record, so that we can receive notice of a further hearing.

Commissioner **Harlan**. That will be done.

Gentlemen, the hearing will be adjourned until further notice.

(Whereupon, at 5.15 o'clock p. m. on the 10th day of December, 1913, the hearing in the above-entitled matter was adjourned until further notice.)

McCain Exhibit No. 1.

Interstate Commerce Commission. I. & S. Docket No. 333. General Advance in Freight Rates in Official Classification Territory.

Outline of testimony of C. C. McCain.

PLAN FOLLOWED BY TRUNK LINES, NEW ENGLAND ROADS, OCEAN-AND-RAIL ROUTES, AND RAIL-AND-LAKE ROUTES IN REVISING FREIGHT TARIFFS TO PROVIDE FOR GENERAL ADVANCE OF 5 PER CENT.

The following will describe, in general terms, the method observed in advancing the rates of the eastern carriers, such carriers being those that operate throughout the territory east of the western termini of the trunk lines.

The controlling principle was to bring about a uniform advance of 5 per cent on all class and commodity traffic via the various standard and differential routes (1) from all eastern points to trunk-line western termini and points beyond, domestic and import; (2) from western termini of the trunk lines to all eastern points, domestic and export; and (3) between all eastern interior points.

The detailed instructions formulated for this purpose, and which were employed by all roads, were as follows:

"In computing and publishing all revised class and commodity rates in cents per 100 pounds, decimals of tenths to be employed.

"In figuring advanced per ton rates, fractions of 1 cent per ton to be disposed of by dropping forty-nine one-hundredths of 1 cent or less per ton and increasing fifty one-hundredths or more per tons to 1 cent.

"The minimum advance in the per ton rates to be 5 cents per ton and one-quarter cent for rates in cents per 100 pounds expressed in decimals.

"In computing through westbound rates the New York-Chicago rate will first be advanced 5 per cent, and other western points taking a percentage of the New York-Chicago rate will take the established percentage of the new advanced Chicago rate, with the understanding that port differentials heretofore established and recognized will be continued.

"In computing other rates not based on a percentage of the New York-Chicago rate, recognized differentials above or below advanced basing rates will be maintained."

The new rates generally were constructed in accordance with the foregoing; there were, however, certain exceptions to the strict application of the 5 per cent increase which were regarded as necessary in order that the long-established competitive-rate relations as between the principal shipping points and via various routes should remain substantially as before. Typical instances of these exceptions are given, as follows:

Under existing methods governing the westbound rates from the seaboard, certain differentials have applied as between the Atlantic ports, known as port differentials, under which the rates from Philadelphia and Baltimore and points taking the same rates to western points have been stated amounts lower than the rates concurrently in effect from New York. Instead of computing the advanced rates upon the existing rates from Philadelphia and Baltimore, the new rates have been obtained by observing the existing differentials under the new rates established from New York, and while this process results in some variation from an actual 5 per cent advance, the average advance will not materially exceed 5 per cent. Under the new basis the rates from Philadelphia and Baltimore and points taking the same rates will bear the same relation to the rates from New York as now prevailing.

From New York, Boston, Philadelphia, and Baltimore, rates are published by various differential routes, such as rail-and-lake, ocean-and-rail, and canal-and-lake, as the case may be, the rates via these routes being specified amounts under those of the standard all-rail routes. When computing the new rates the differential relation of these several routes has been maintained as heretofore, the rates of the standard routes having been first advanced 5 per cent and those of the differential routes then obtained by deducting therefrom the established differentials. This method operates to produce slight variations from the exact advance of 5 per cent via such routes.

For many years the rates from eastern seaboard and interior points to points in Central Freight Association territory have been constructed under what is known as the westbound percentage scale, by which the rates to such points have been determined under assigned percentages of the current rates New York to Chicago; for example, the percentages of several points are as follows: Peoria, 110 per cent; St. Louis, 117 per cent; Cincinnati, 87 per cent; Indianapolis, 93 per cent; Detroit, 78 per cent; and Grand Rapids, 96 per cent of the rates New York to Chicago. When computing the new rates this percentage method was observed, the result being less variation in the relation of rates as between western points than under the method of applying the 5 per cent increase to the former rates to such points and a close approximation to the advance of 5 per cent.

The former rates from eastern interior points, such as Albany, Syracuse, Binghamton, etc., have similarly been made under a fixed percentage relation to those from seaboard points, and in order to continue this relation the same method has been observed in computing the advanced rates from such origin points. The observance of this plan in connection with the new rates has resulted in slight variations from an actual 5 per cent advance.

It was regarded as desirable to prescribe a minimum advance per 100 pounds or per ton. The minimum prescribed, as shown above, was one-quarter cent per 100 pounds, or 5 cents per ton. Where existing rates were of small amount, the application of this minimum has operated to increase such rates more than 5 per cent; for example, the rate of 20 cents per ton, to which a minimum of 5 cents is added, produces 25 cents, the advance being 25 per cent. Variations of this character will occur in sundry rates of low amount, but usually as between points where the traffic involved is not large and would not therefore materially affect the general average of the 5 per cent increase.

There are many instances throughout eastern territory where through rates to points on different roads are constructed on basis of adding to the rates to the junction points certain arbitrary rates. The rates to these junction points have in all instances been advanced, and in certain cases the arbitraries beyond junction points have been similarly advanced. Where such arbitraties were not advanced the revised through rates were increased only to the extent of the advance to the junction points, which was not equivalent to a full 5 per cent advance in the through rate.

The rates from Albany, Syracuse, Binghamton, and other interior points to western points bear a certain relation to the rates from New York or Buffalo to the same western points. Similarly, the rates from eastern points to Cincinnati, Indianapolis, Columbus, and St. Louis bear a stated relation as compared to Chicago and as compared with each other.

These relations are recognized as long-established factors in commercial operations, and it is understood that it would be preferable from the public standpoint that they should be continued rather than that the increase should be computed directly upon the existing rates to such points, although the observance of the present plan results in variations from an exact 5 per cent advance.

Examples of these variations are given on the attached sheets. The new rates thereon to various western points from Philadelphia and Baltimore are computed by employing the New York-Chicago rates as the basic rates and then observing the differential relation governing at Philadelphia and Baltimore under New York, and also observing the percentage group system as governing at western points.

A review of the tables will show varying percentage advances; it is believed, however, that, notwithstanding these variations, the application of the new rates to the entire traffic affected will very closely approximate an advance of 5 per cent.

Statement showing percentage advance in class rates (under the so-called 5 per cent increase) from eastern basing points to specific western points.

[Page 6.]

ALL RAIL.

From—	Present rates.						Advanced rates effective Nov. 15, 1913.						Percentage advanced.					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
To Cleveland, Ohio (71):																		
New York	53	46	36	25	21	18	55.9	48.5	37.3	26.1	22.4	18.7	*5.47*	*5.43*	3.61	4.44	*6.67*	3.89
Albany	39	33	28	19	16	13	41.3	35.0	29.5	20.1	16.9	13.8	*5.90*	*6.06*	*5.36*	*5.79*	*5.63*	*6.15*
Syracuse-Rochester	36	31	23	16	14	12	39.1	34.0	26.1	18.3	15.7	13.1	*8.61*	*9.68*	*13.48*	*14.38*	*12.14*	*9.17*
Scranton	42	37	29	20	17	14	44.7	38.8	29.8	20.9	17.9	15.0	*6.43*	4.86	2.76	4.50	*5.29.*	*7.14*
Williamsport-Cumberland	41	35	28	19	16	14	43.0	37.3	28.7	20.1	17.2	14.4	4.88	*6.57*	2.50	*5.79*	*7.50*	2.86
To Columbus, Ohio, and Detroit, Mich. (78):																		
New York	59	51	39	27	23	20	61.5	53.3	41.0	28.7	24.6	20.5	4.23	4.51	*5.13*	*6.30*	*6.96*	2.50
Albany	44	38	29	20	17	15	45.7	39.6	30.5	21.3	18.3	15.2	3.86	4.21	*5.17*	*6.50*	*7.65*	1.33
Syracuse-Rochester	41	36	27	19	16	14	43.1	37.3	28.7	20.1	17.2	14.4	*5.12*	3.61	*6.30*	*5.79*	*7.50*	2.86
Scranton	47	41	31	22	18	16	49.2	42.6	32.8	23.0	19.7	16.4	4.68	3.90	*5.81*	4.55	*9.44*	2.50
Williamsport-Cumberland	45	39	30	21	18	15	47.4	41.0	31.6	22.1	18.9	15.8	*5.33*	*5.13*	*5.33*	*5.24*	5.00	*5.33*
To Cincinnati, Ohio (87):																		
New York	65	57	44	30	26	22	68.6	59.4	45.7	32.0	27.4	22.9	*5.54*	4.21	3.86	*6.67*	*5.38*	4.09
Albany	50	44	34	23	20	17	52.8	45.7	35.2	24.6	21.1	17.6	*5.60*	3.86	3.53	*6.96*	*5.50*	3.53
Syracuse-Rochester	46	40	31	21	18	15	48.0	41.6	32.0	22.4	19.2	16.0	4.35	4.00	3.23	*6.67*	*6.67*	*6.67*
Scranton	52	46	35	24	21	18	54.9	47.5	36.6	25.6	21.9	18.8	*5.58*	3.26	4.57	*6.67*	4.29	1.67
Williamsport-Cumberland	50	44	34	23	20	17	52.8	45.7	35.2	24.6	21.1	17.6	*5.60*	3.86	3.53	*6.96*	*5.50*	3.53
To Indianapolis, Ind. (93):																		
New York	70	60	47	33	28	23	73.3	63.5	48.8	34.2	29.3	24.5	4.71	*5.83*	3.83	3.64	4.64	*6.52*
Albany	55	47	37	26	22	18	57.5	49.8	38.3	26.8	23.0	19.2	4.55	*5.96*	3.51	3.07	4.55	*6.67*
Syracuse-Rochester	49	42	33	23	20	16	51.3	44.5	34.2	23.9	20.5	17.2	4.70	*5.95*	3.64	3.91	2.50	*7.50*
Scranton	56	48	38	26	22	18	58.6	50.8	39.0	27.4	23.4	19.6	4.64	*5.83*	2.63	*5.38*	*6.36*	*8.89*
Williamsport-Cumberland	54	46	36	25	22	18	56.4	48.9	37.6	26.3	22.6	18.9	4.44	*6.30*	4.44	*5.20*	2.73	5.00
To Chicago, Ill., and Louisville, Ky. (100):																		
New York	75	65	50	35	30	25	78.8	68.3	52.5	36.8	31.5	26.3	*5.07*	*5.07*	5.00	*5.14*	5.00	*5.20*
Albany	60	52	40	28	24	20	63.0	54.6	42.0	29.4	25.2	21.0	5.00	5.00	5.00	5.00	5.00	5.00
Syracuse-Rochester	53	46	35	25	21	18	55.2	47.8	36.8	25.8	22.1	18.4	4.15	3.91	*5.14*	3.20	*5.24*	2.22
Scranton	60	52	40	28	24	20	63.0	54.6	42.0	29.4	25.2	21.0	5.00	5.00	5.00	5.00	5.00	5.00
Williamsport-Cumberland	58	50	39	27	23	19	60.7	52.6	40.4	28.3	24.3	20.3	4.66	*5.20*	3.59	4.81	*5.65*	*6.84*
To Evansville, Ind., and Peoria, Ill. (110):																		
New York	83	72	55	39	33	28	86.7	75.1	57.8	40.5	34.7	28.9	4.46	4.31	*5.09*	3.85	*5.15*	3.21
Albany	68	59	45	32	27	23	70.9	61.4	47.3	33.1	28.4	23.6	4.26	4.07	*5.11*	3.44	*5.19*	2.61
Syracuse-Rochester	58	50	39	27	23	20	60.7	52.6	40.5	28.4	24.3	20.2	4.66	*5.20*	3.85	*5.19*	*5.65*	1.00
Scranton	66	58	44	31	26	22	69.4	60.1	46.2	32.4	27.8	23.1	*5.15*	3.62	5.00	4.52	*6.92*	5.00
Williamsport-Cumberland	64	55	42	30	25	22	66.8	57.8	44.5	31.2	26.7	22.3	4.38	*5.09*	*5.95*	4.00	*6.80*	1.36

To Springfield, Ill., and St. Louis, Mo. (117):																	
New York	88	76	59	41	35	29	92.2	79.9	61.4	43.1	36.9	30.8	4.77	*5.13*	4.07	*5.12*	*5.43*	*5.21*
Albany	73	63	49	34	29	24	76.4	66.2	50.9	35.7	30.6	25.5	4.66	*5.08*	3.88	5.00	*5.52*	*6.25*
Syracuse-Rochester	62	53	41	29	25	20	64.5	55.9	43.0	30.2	25.8	21.6	4.03	*5.47*	4.88	4.14	3.20	*8.00*
Scranton	70	61	47	33	28	23	73.8	63.9	49.1	34.5	29.5	24.6	*5.43*	4.15	4.47	4.55	*5.36*	*6.96*
Williamsport-Cumberland	68	59	45	32	27	22	71.0	61.5	47.3	33.2	28.4	23.7	4.41	4.24	*5.11*	3.75	*5.19*	*7.73*
To Cairo, Ill., and Mackinaw City, Mich. (120):																	
New York	90	78	60	42	36	30	94.6	82.0	63.0	44.2	37.8	31.6	*5.11*	*5.13*	5.00	*5.24*	5.00	*5.33*
Albany	75	65	50	35	30	25	78.8	68.3	52.5	36.8	31.5	26.3	*5.07*	*5.07*	5.00	*5.14*	5.00	*5.20*
Syracuse-Rochester	63	55	42	30	25	21	66.2	57.4	44.1	30.9	26.5	22.1	*5.08*	4.36	5.00	3.00	*6.00*	*5.24*
Scranton	72	62	48	34	29	24	75.7	65.6	50.4	35.4	30.2	25.3	*5.14*	*5.81*	5.00	4.12	4.14	*5.42*
Williamsport-Cumberland	69	60	46	32	28	23	72.8	63.1	48.5	34.0	29.1	24.3	*5.51*	*5.17*	*5.43*	*6.25*	3.93	*5.65*
To St. Paul and Minneapolis, Minn. (arbitrary):[1]																	
New York	115	99	75	53	46	38	118.8	102.3	78.5	54.8	47.5	39.3	3.31	3.33	3.29	3.40	3.26	3.42
Albany	100	86	66	46	40	33	103.0	88.6	68.0	47.4	41.2	34.0	3.00	3.02	3.03	3.04	3.00	3.03
Syracuse-Rochester	95	80	61	43	37	31	97.2	81.8	62.8	43.8	38.1	31.4	2.32	2.25	2.95	1.86	2.97	1.29
Scranton	100	86	66	46	40	33	103.0	88.6	68.0	47.4	41.2	34.0	3.00	3.02	3.03	3.04	3.00	3.03
Williamsport-Cumberland	98	84	65	45	39	32	100.7	86.6	66.4	46.3	40.3	33.3	2.76	3.10	2.15	2.89	3.33	4.06

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[1] The advanced rates to St. Paul and Minneapolis include only increase of 5 per cent in the rates to Chicago.

NOTE.—The figures in *italics* appeared in red in the original.

TRUNK LINE ASSOCIATION, *November 12, 1913.*

Statement showing certain instances where the retention of differentials as at present established operates to increase the new rates more than the exact 5 per cent advance.

[Page 7.]

[Rates in cents per 100 pounds, except as otherwise noted.]

To—	From—		Classes.						Commodities, in carloads.							
			1	2	3	4	5	6	Asphaltum.	Billets.	Pig iron.	Coffee.	Sugar.	Bleach.	Whiting.	Flint and feldspar.
										Per gross ton.	*Per gross ton.*					
Pittsburgh, Pa.	Philadelphia	Present rates	39	33	28	19	16	13	12	2.40	2.25	16	14	12	12	12
		New rates	41.3	35.0	29.5	20.1	16.9	13.8	12.7	2.56	2.38	16.9	14.4	12.7	12.7	12.7
		Percentage advance	*5.9*	*6.1*	*5.4*	*5.8*	*5.6*	*6.2*	*5.8*	*6.7*	*5.8*	*5.6*	*2.9*	*5.8*	*5.8*	*5.8*
	Baltimore	Present rates	37	31	27	18	15	12	11	2.30	2.15	15	13	11	11	11
		New rates	39.3	33.0	28.5	19.1	15.9	12.8	11.7	2.46	2.28	15.9	13.4	11.7	11.7	11.7
		Percentage advance	*6.2*	*6.5*	*5.6*	*6.1*	*6.0*	*6.7*	*6.4*	*7.0*	*6.0*	*6.0*	*6.0*	*6.4*	*6.4*	*6.4*
Detroit, Mich.	Philadelphia	Present rates	53	45	37	25	21	18	15	3.50	3.31	21	18	15	14	15
		New rates	55.5	47.3	39.0	26.7	22.6	18.5	16	3.70	3.48	22.6	19.3	16	14.8	16
		Percentage advance	*4.7*	*5.1*	*5.4*	*6.8*	*7.6*	*2.8*	*6.7*	*5.7*	*5.1*	*7.6*	*7.2*	*6.7*	*5.7*	*6.7*
	Baltimore	Present rates	51	43	36	24	20	17	14	3.30	3.11	20	17	14	13	14
		New rates	53.5	45.3	38.0	25.7	21.6	17.5	15	3.50	3.28	21.6	18.3	15	13.8	15
		Percentage advance	*4.9*	*5.3*	*5.6*	*7.1*	*8.0*	*2.9*	*7.1*	*6.1*	*5.5*	*8.0*	*7.6*	*7.1*	*6.2*	*7.1*
Cincinnati, Ohio	Philadelphia	Present rates	59	51	42	28	24	20	17	3.95	3.73	24	20	17	15	17
		New rates	62.6	53.4	43.7	30.0	25.4	20.9	18.1	4.18	3.94	25.4	20.8	18.1	16.3	18.1
		Percentage advance	*6.1*	*4.7*	*4.0*	*7.1*	*5.8*	*4.5*	*6.5*	*5.8*	*5.6*	*5.8*	*4.0*	*6.5*	*8.7*	*6.5*
	Baltimore	Present rates	57	49	41	27	23	19	16	3.75	3.53	23	19	16	14	16
		New rates	60.6	51.4	42.7	29.0	24.4	19.9	17.1	3.98	3.74	24.4	19.8	17.1	15.3	17.1
		Percentage advance	*6.3*	*4.9*	*4.1*	*7.4*	*6.1*	*4.7*	*6.9*	*6.1*	*5.7*	*6.1*	*4.2*	*6.9*	*9.3*	*6.9*
Indianapolis, Ind.	Philadelphia	Present rates	64	54	45	31	26	21	18	4.26	4.02	26	22	18	17	18
		New rates	67.3	57.5	46.8	32.2	27.3	22.5	19.5	4.50	4.24	27.3	23.4	19.5	17.5	19.5
		Percentage advance	*5.2*	*6.5*	*4.0*	*3.9*	*5.0*	*7.1*	*8.3*	*7.1*	*5.5*	*5.0*	*6.4*	*8.3*	*2.9*	*8.3*
	Baltimore	Present rates	62	52	44	30	25	20	17	4.00	3.82	25	21	17	16	17
		New rates	65.3	55.5	45.8	31.2	26.3	21.5	18.5	4.30	4.04	26.3	22.4	18.5	16.5	18.5
		Percentage advance	*5.3*	*6.7*	*4.1*	*4.0*	*5.2*	*7.5*	*8.8*	*7.5*	*5.8*	*5.2*	*6.7*	*8.8*	*3.1*	*8.8*

Chicago, Ill.	Philadelphia	Present rates	69	59	48	33	28	23	20	4.60	4.35	28	24	20	18	20
		New rates	72.8	62.3	50.5	34.8	29.5	24.3	21.1	4.86	4.58	29.5	25.3	21.1	19	21.1
		Percentage advance	*5.5*	*5.6*	*5.2*	*5.5*	*5.4*	*5.7*	*5.5*	*5.7*	*5.3*	*5.4*	*5.4*	*5.5*	*5.6*	*5.5*
	Baltimore	Present rates	67	57	47	32	27	22	19	4.40	4.15	27	23	19	17	19
		New rates	70.8	60.3	49.5	33.8	28.5	23.3	20.1	4.66	4.38	28.5	24.3	20.1	18	20.1
		Percentage advance	*5.7*	*5.8*	*5.3*	*5.6*	*5.6*	*5.9*	*5.8*	*5.9*	*5.5*	*5.6*	*5.7*	*5.8*	*5.9*	*5.8*
Peoria, Ill.	Philadelphia	Present rates	77	66	53	37	31	26	22	5.10	4.83	31	27	22	20	22
		New rates	80.7	69.1	55.8	38.5	32.7	26.9	23.4	5.38	5.08	32.7	28.0	23.4	21.1	23.4
		Percentage advance	*4.8*	*4.7*	*5.3*	*4.1*	*5.5*	*3.5*	*6.4*	*5.5*	*5.2*	*5.5*	*3.7*	*6.4*	*5.5*	*6.4*
	Baltimore	Present rates	75	64	52	36	30	25	21	4.90	4.63	30	26	21	19	21
		New rates	78.7	67.1	54.8	37.5	31.7	25.9	22.4	5.18	4.88	31.7	27.0	22.4	20.1	22.4
		Percentage advance	*4.9*	*4.8*	*5.4*	*4.2*	*5.7*	*3.6*	*6.7*	*5.7*	*5.4*	*5.7*	*3.8*	*6.7*	*5.8*	*6.7*
East St. Louis, Ill.	Philadelphia	Present rates	82	70	57	39	33	27	24	5.40	5.16	33	23	24	21	24
		New rates	86.2	73.9	59.4	41.1	34.9	28.8	25.0	5.76	5.42	34.9	24.9	25.0	22.6	25.0
		Percentage advance	*5.1*	*5.6*	*4.2*	*5.4*	*5.8*	*6.7*	*4.2*	*6.7*	*5.0*	*5.8*	*8.3*	*4.2*	*7.6*	*4.2*
	Baltimore	Present rates	80	68	56	38	32	26	23	5.20	4.96	32	22	23	20	23
		New rates	84.2	71.9	58.4	40.1	33.9	27.8	24.0	5.56	5.22	33.9	23.9	24.0	21.6	24.0
		Percentage advance	*5.3*	*5.7*	*4.3*	*5.5*	*5.9*	*6.9*	*4.3*	*6.9*	*5.2*	*5.9*	*8.6*	*4.3*	*8.0*	*4.3*

NOTE.—The matter in *italics* appeared in red in the original.

McCain Exhibit No. 2.

[Pages 1-19.]

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Acids:														
Acetic, liquid, in barrels or iron drums		5	36,000		5	30,000							6,000	
Formic, liquid, in barrels or iron drums		5	36,000		5	30,000							6,000	
Hydrofluoric, in lead carboys, packed in cases, barrels, or casks		3	30,000		5	36,000			6,000			3 to 5		
Lactic, in kegs or barrels		5	36,000		5	30,000							6,000	
Pyroligneous, liquid, in barrels or iron drums		5	36,000		5	30,000							6,000	
N. O. S., liquid, in iron drums	R26			3			R26 to 3							
Agricultural implements and machines:														
Diggers, tree—														
S. U	1	5	24,000 R27	1				Elim.						
K. D	R25	5	24,000 R27	R25				Elim.						
Distributors, fertilizer, k. d., n. o. s	1			R25							1 to R25			
Forks (barley forks)	R25			1			R 25 to 1							
Harrows, disk, k. d. (disk sections loose, other parts in boxes, bundles, or crates)	R25			2			R 25 to 2							
Knives, corn		5	24,000 R27		5	24,000								Elim.
Knives, hay		5	24,000 R27		5	24,000								Elim.
Planters, potato, k. d. (coverers, levers, and openers wired to frame, or detached and in hopper, markers, and poles, detached, loose)	R25			2			R25 to 2							

Powers, dog and endless chain—													
S. U., in packages or loose	1	5	24,000 R27	1½			1 to 1½	Elim.					
K. D., in boxes, bundles, or crates	1	5	24,000 R27	1				Elim.					
Presses, hay (s. u.)	R25			1			R25 to 1						
Pullers, stump (s. u.)	R25			1			R25 to 1						
Scythes		5	24,000 R27		5	30,000			6,000					Elim.
Slings, hay, s. u. (nested)	D1			1							D1 to 1			
Spreaders, manure (s. u.)	R25			D1			R25 to D1						
Agricultural implement and machine parts and stock or stuff:													
Bars, cutter		5	24,000 R27		5	30,000			6,000					Elim.
Beams, plow, iron, or steel—													
Loose	R26			3			R26 to 3						
In packages or loose		5	24,000 R27		5	36,000			12,000					Elim.
Beams, plow, wood, in the white—													
Loose	R26			R25			R26 to R25						
In bundles, boxes, or crates	R26			3			R26 to 3						
In packages or loose		5	24,000 R27		5	36,000			12,000					Elim.
Beams, plow, wood, in the rough—													
Loose	R26			3			R26 to 3						
In bundles or loose		6	24,000 R27		6	36,000			12,000					Elim.
Blocks, tread, horsepower		5	24,000 R27		5	30,000			6,000					Elim.
Carriers, hay—													
K. D. flat, in bundles	R25			2			R25 to 2						
In packages or loose		5	24,000 R27		5	24,000								Elim
Cutters, band and self-feeders combined (for threshing machines)		5	24,000 R27		5	20,000 R27							4,000 R27	
Guards, mower knife (with guard plates attached)		5	24,000 R27		5	30,000			6,000					Elim.
Guards, mower knife (without guard plates)		5	24,000 R27		5	36,000			12,000					Elim.
Handles, plow and cultivator, iron or steel—													
Loose	R26			3			R26 to 3						
In packages or loose		5	24,000 R27		5	36,000			12,000					Elim.
Handles, plow and cultivator, wood, in the white—													
Loose	R26			R25			R26 to R25						
In bundles, boxes, or crates	R26			3			R26 to 3						
In packages or loose		5	24,000 R27		5	36,000			12,000					Elim.
Handles, plow and cultivator, wood, in the rough—													
Loose	R26			3			R26 to 3						
In bundles or loose		6	24,000 R27		6	36,000			12,000					Elim.
Heads, fork		5	24,000 R27		5	24,000								Elim.

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Agricultural implement and machine parts, etc.—Contd.														
Heads, hoe and rake, iron or steel		5	24,000 R27		5	24,000								Elim.
Knives, cutter (ensilage, feed or stalk)		5	24,000 R27		5	30,000			6,000					Elim.
Knives, mower		5	24,000 R27		5	30,000			6,000					Elim.
Points, grain drill, iron or steel		5	24,000 R27		5	30,000			6,000					Elim.
Rifles, scythe	2	5	24,000 R27	2				Elim.						
Seats, iron or steel		5	24,000 R27		5	30,000			6,000					Elim.
Spikes, clover huller and threshing machine		5	24,000 R27		5	30,000			6,000					Elim.
Teeth, rake		5	24,000 R27		5	30,000			6,000					Elim.
Teeth, thresher		5	24,000 R27		5	30,000			6,000					Elim.
Tines, fork		5	24,000 R27		5	24,000								Elim.
Algarrobilla or algarrovilla	3	5	30,000	3				Elim.						
Alum, in boxes or kegs (in bulk)	2	5	40,000	4	6	40,000					2 to 4	5 to 6		
Alumina, sulphate of, in boxes or kegs (in bulk)	2	5	40,000	4	6	40,000					2 to 4	5 to 6		
Aluminum ware, n. o. s.:														
Not nested	1	3	30,000	1	3	20,000 R27				Added.			10,000 R27	
Nested	2	3	30,000	2	3	20,000 R27				Added.			10,000 R27	
Aluminum, chloride of, liquid, in barrels		5	36,000		5	30,000							6,000	
Ammonia, muriate of (salammoniac):														
In jars, packed	1½	3	30,000	1				Elim.			1½ to 1			
In kegs	2			R26	5	36,000					2 to R26	Added.		
Ammonia, nitrate of:														
In jars, packed	1½	3	30,000	1				Elim.			1½ to 1			
In bags or kegs	2			3	5	36,000					2 to 3	Added.		
In barrels or casks	R26	5	40,000	3	5	36,000	R26 to 3						4,000	
Ammonia, sulphate of, in kegs	2			4	6	40,000					2 to 4	Added.		

Animal or poultry tonics or regulators, in boxes or pails	2			3							2 to 3			
Apples, green, in barrels (with cloth tops)	3			2			3 to 2							
Aquariums	D1	2	12,000 R27	D1				Elim.						
Argols, in kegs	2			4							2 to 4			
Asphaltum, n. o. s., and asphaltum substitutes, n. o. s.; liquid:														
In kegs, tight barrels, or iron drums	3	5	36,000	4	6	36,000					3 to 4	5 to 6		
In tank cars		5			6							5 to 6		
Awnings, n. o. s. (iron or steel)	1			2							1 to 2			
Bagging, oil press (filtering hair cloth), new	1	2	20,000 R27	1				Elim.						
Balls, base	1	2	30,000	1				Elim.						
Balsam, crude	2	4	30,000	2				Elim.						
Bark, slippery-elm	3			3	4	24,000 R27						Added.		
Bark, tan, ground		5	24,000 R27		5	30,000			6,000					Elim.
Bark, tan, spent		6	30,000		6	36,000			6,000					
Barrels, n. o. s., etc.:														
Drums, wooden		3	10,000 R27		R26	10,000 R27						3 to R26		
Bars, capstan, wooden		5	34,000		5	36,000			2,000					
Bases, showcase	D1			1							D1 to 1			
Bate, tanners'	3	5	36,000	3				Elim.						
Bats, baseball		5	34,000		5	36,000			2,000					
Batteries, electric:														
Dry cells	2	4	30,000	R25	5	30,000					2 to R25	4 to 5		
Bead, corner, metal	4	5	36,000	4				Elim.						
Bees, in hives		2	12,000 R27		2	14,000 R27			2,000 R27					
Belt shifters, wooden	2	3	30,000	2				Elim.						
Benches, dog (for exhibition purposes)		5	24,000 R27		5	24,000								Elim.
Biographs	1	3	24,000 R27	1				Elim.						
Blacking, curriers', harness and shoe, in bulk, in kegs or barrels		5	30,000		4	30,000		5 to 4						
Bleach, liquid, n. o. s.:														
In glass, packed	1	3	30,000	1				Elim.						
In barrels		5	36,000		5	30,000							6,000	
Blinds:														
Porch or shades, wood	1	4	24,000 R27	1				Elim.						
Blinds, venetian	1	4	24,000 R27	1				Elim.						
Blocks, brush, wood		5	24,000 R27		5	30,000			6,000					Elim.
Blocks, die, wood		5	34,000		5	36,000			2,000					
Blocks, shuttle, wood, in the rough		6	34,000		6	36,000			2,000					
Bluing, liquid, in barrels		5	36,000		5	30,000							6,000	
Board, binders', box and wood pulp:														
Scrap or waste		6	30,000		6	24,000 R27				Added.			6,000 R27	
Board, press	2	5	36,000	2				Elim.						
Boards, cutting, n. o. s.	3	5	34,000	3				Elim.						
Boards, drapery	3	5	34,000	3				Elim.						
Boards, engraving		5	34,000		5	36,000			2,000					

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Boards, follow		5	34,000		5	30,000							4,000	
Boards, hosiery	3	5	34,000	3				Elim.						
Boards, scale		5	34,000		5	30,000							4,000	
Boards, shuffle:														
K. D., not flat	1	2	10,000 R27	1				Elim.						
K. D., flat	2	4	30,000	1			2 to 1	Elim.						
Boards, starch	3	5	34,000	2	4	16,000 R27	3 to 2	5 to 4		Added.			18,000 R27	
Boards, wash:														
Self-acting, s. u.	D1			2	5	20,000 R27					D1 to 2	Added		
Iron or steel, wired in bundles	1			2							1 to 2			
Boat centre boards	3	5	30,000	3				Elim.						
Bobbins, wood:														
In the rough		6	34,000 not sub. to R.5C		6	36,000			2,000			Rule 5 C	to apply.	
N. O. S.		5	24,000 R27		5	30,000			6,000					Elim.
Books, tissue, copying		5	30,000		5	36,000			6,000					
Books, wall-paper sample	2	R26	24,000	1	3	30,000	2 to 1	R26 to 3	6,000					
Books, wall-paper sample, in mixed carloads with wall paper, when weight of the sample books does not exceed 2% of gross weight of wall paper		R26	24,000		4	30,000			6,000			R26 to 4		
Bottles, n. o. s., paper:														
Crated or boxed, not nested	1	2	12,000 R27	D1	2	10,000 R27	1 to D1						2,000 R27	
Crated or boxed, nested	1	2	12,000 R27	1½	2	10,000 R27	1 to 1½						2,000 R27	
Boxes, ballot, combined wood and glass	D1	3	24,000 R27	D1				Elim.						
Boxes, cheese, in crates	D1			1½							D1 to 1½			
Boxes, cooling:														
Without faucets or pumps, fitted with coiled pipe other than iron pipe	R25	5	30,000	2			R25 to 2	Elim.						
With faucets or pumps, with or without coiled pipe	R26	5	30,000	2			R26 to 2	Elim.						

Boxes, jewellers', paper, s. u., outside measurement not exceeding 1 inch in depth, or not exceeding 15 united inches, length, width, and depth added, not nested	D1			1							D1 to 1			
Boxes, lunch, tin, k. d. flat or folded flat		4	20,000 R27		4	24,000 R27			4,000 R27					
Boxes, meat	R26			3			R26 to 3							
Boxes, moth, papera	2			3	5	36,000					2 to 3	Added		
Boxes, paper or wood pulp, n. o. s., s. u., outside measurement not xceeding 1 inch in depth, or not exceeding 15 united inches, length, width, and depth added, not nested	D1			1							D1 to 1			
Same as above, nested	1½			1							1½ to 1			
Boxes, paper or wood pulp, n. o. s., s. u., in bundles		1	10,000 R27		2	10,000 R27						1 to 2		
Boxes, postal or letter, n. o. s., metal other than iron or steel	1	3	16,000 R27	1				Elim.						
Boxes, powder	1	4	20,000 R27	1				Elim.						
Boxes, tool	1	4	16,000 R27	1				Elim.						
Box toes (boot or shoe)	2	4	30,000	2				Elim.						
Brass ingots and pigs		5	36,000		5	40,000			4,000					
Bread, brown	2			2	4	20,000 R27						Added		
Bronze, scrap, in bales or bundles	3			2			3 to 2							
Brooders, poultry:														
K. D. flat or folded flat	3	5	30,000	R25	4	24,000 R27	3 to R25	5 to 4		Added.			6,000 R27	
N. O. S.		2	10,000 R27		3	18,000 R27			8,000 R27			2 to 3		
Broom corn		2	14,000 R27		2	16,000 R27			2,000 R27					
Brushes, n. o. s., "other than above"	1	3	30,000	1				Elim.						
Buckles, shoe	3	4	30,000	3				Elim.						
Bungs or plugs, n. o. s., wood		5	24,000 R27		5	30,000			6,000					Elim.
Bushings, wood	3	5	24,000 R27	3				Elim.						
Button blanks or discs, other than clam or mussel shell	1	R26	24,000	1				Elim.						
Cabinets, printers'		3	16,000 R27		4	24,000 R27			8,000 R27			3 to 4		
Cabs, locomotive:														
S. U.	1	5	24,000 R27	1				Elim.						
K. D. flat	2	5	30,000	2				Elim.						
Cages, animal:														
S. U.	D1	2	10,000 R27	D1				Elim.						
K. D. flat	2	5	24,000 R27	2				Elim.						
Candles, tumbler	2			R25							2 to R25			
Canes (walking sticks), wood in the white	2	5	30,000	2				Elim.						
Cans, n. o. s., fiber or paper (other than with metal tops and bottoms)		4	14,000 R27		2	10,000 R27		4 to 2					4,000 R27	
Cans, n. o. s., leatheroid		4	14,000 R27		2	10,000 R27		4 to 2					4,000 R27	

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Caps, hay	1	5	30,000	1				Elim.						
Capstans	3	5	36,000	2	5	24,000 R27	3 to 2			Added.			12,000 R27	
Cardboard or card paper, scrap or waste		6	30,000		6	24,000 R27				Added.			6,000 R27	
Cards, playing	1	2	24,000	1				Elim.						
Cards, n. o. s., not printed or engraved, plain	3	5	36,000	3				Elim.						
Carriers, banana, canvas and burlap (hair or felt lined)	1	3	12,000 R27	1				Elim.						
Carriers, bottle, k. d. flat or folded flat		6	34,000		6	30,000							4,000	
Carriers, bottle, other than k. d. flat or folded flat, n. o. s.		4	15,000 R27		4	16,000 R27			1,000 R27					
Carriers, butter, wood	1	4	16,000 R27	1				Elim.						
Carriers, oysters, n. o. s.	2	3	12,000 R27	2				Elim.						
Cases, egg (egg carriers), corrugated strawboard:														
S. U.	D1	2	24,000 R27	D1				Elim.						
K. D. flat or folded flat		5	24,000 R27		5	30,000			6,000					Elim.
Cases, musical instrument, n. o. s.:														
Wooden, covered with fabric or leather	1½	2	12,000 R27	1½				Elim.						
Wooden, not covered with fabric or leather	1½	2	12,000 R27	1				Elim.			1½ to 1			
Other than wooden	1½	2	12,000 R27	1½				Elim.						
Cases, printers'	1	3	16,000 R27	1	4	24,000 R27			8,000 R27			3 to 4		
Cases, violin, wood:														
Covered with fabric or leather	1	2	12,000 R27	1½			1 to 1½	Elim.						
Not covered with fabric or leather	1	2	12,000 R27	1				Elim.						
Cement, asphalt:														
In kegs	3	5	40,000	4	6	36,000					3 to 4	5 to 6	4,000	
In barrels or casks		6	40,000		6	36,000							4,000	

Cement, fruit can or jar, in boxes or barrels	R26				3				R26 to 3								
Cement, gas fitters':																	
Metallic, in barrels	R26	5	40,000		R26					Elim.							
Other than metallic, in barrels	R26	5	40,000		3				R26 to 3	Elim.							
Cement, linoleum, in bags	3	5	36,000		3					Elim.							
Cement, roofing, n. o. s.:																	
Liquid, in barrels	3	5	36,000		4	6	36,000							3 to 4	5 to 6		
Dry, in packages		6	40,000			6	36,000									4,000	
Chains, brass or copper	1	3	16,000	R27	1					Elim.							
Chalk:																	
Crude	3				4									3 to 4			
N. O. S. (mdeicinal or toilet)—																	
In glass or earthenware, packed in barrels or boxes or in cans or cartons in barrels or boxes	3	5	40,000		1				3 to 1	Elim.							
In bags, in barrels or boxes or in bulk in barrels or boxes	3	5	40,000		3					Elim.							
N. O. S, prepared—																	
In cans or cartons in barrels or boxes		5	40,000			6	40,000								5 to 6		
In other packages	3	5	40,000		4	6	40,000							3 to 4	5 to 6		
Charcoal, n. o. s.		6	20,000	R27		6	24,000	R27			4,000	R27					
Chests, tool	1	4	16,000	R27	1					Elim.							
Chips, quassia	1	3	24,000	R27	1					Elim.							
Chips, sandalwood		3	24,000	R27		3	30,000				6,000						Elim.
Chowder, clam, in glass, packed		3	30,000			3	36,000				6,000						
Chucks, drill, or lathe	2	5	30,000		2					Elim.							
Chutes, coal, n. o. s.		5	24,000	R27		5	30,000				6,000						Elim.
Chutes, oat cleaning (for stables)	1½	3	16,000	R27	1½					Elim.							
Citron, green	1				1	4	24,000								Added.		
Cleaners, window	1	3	20,000	R27	1					Elim.							
Clippings, or cuttings, felt pressed in bales	3	5	24,000	R27	5	6	24,000	R27						3 to 5	5 to 6		
Clippings or cuttings, knit goods		6	20,000	R27		6	24,000	R27			4,000	R27					
Closets, earth, racked	1	3	24,000	R27	1					Elim.							
Cloth, wire, n. o. s. (copper, brass or bronze)	1	3	30,000		1					Elim.							
Clothes reels, k. d. or folded flat	3	5	24,000	R27	3					Elim.							
Clubs, Indian wood	2	5	34,000		2					Elim.							
Cobalt-nickel hydrate		3	30,000			3	36,000				6,000						
Cobs, corn		5	20,000	R27		5	24,000	R27			4,000	R27					
Cocoanut skin refuse		5	24,000	R27		5	36,000				12,000						Elim.
Coin changers	1	R26	24,000	R27	1					Elim.							
Composition, elastic, printers' old	3				4									3 to 4			
Compounds, drilling		5	36,000			5	30,000									6,000	
Compounds, paint or varnish removing, in tin, packed or in bulk in barrels, etc.		5	30,000			5	36,000				6,000						

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Compound, straw softening and cleaning		6	36,000		5	30,000		6 to 5					6,000	
Compounds, wall cleaning		5	30,000		5	36,000			6,000					
Compounds, welding, in boxes	3			4							3 to 4			
Compressors, air	2	5	24,000 R5C applies with min. of 12,000	2	5	24,000 R27				Added.				
Condensers, steam		5	30,000		5	24,000 R27				Added.			6,000	
Copper, bars, cakes, ingots, pigs, or slabs		5	36,000		5	40,000			4,000					
Copper scale		5	36,000		5	40,000			4,000					
Copper, carbonate of:														
In boxes	2	5	36,000	2				Elim.						
In kegs or barrels	3	5	36,000	3				Elim.						
Copper, sulphate of (blue vitriol, in boxes or kegs)	2			4							2 to 4			
Cork, shavings or curled cork:														
In compressed bales	D1			3	5	20,000 R27					D1 to 3	Added.		
In packages, n. o. s.	D1			D1	3	12,000 R27						Added.		
Cornices, n. o. s., curtain and window	2	5	30,000	2				Elim.						
Couplings, n. o. s., brass	2	4	30,000	2				Elim.						
Covers, barrel, wood and glass combined	1	5	24,000 R27	1				Elim.						
Cranes and derricks, hand or steam (railway or wrecking), on own wheels		6	30,000		6	40,000			10,000					
Cranes and derricks, mail, railroad	3	4	30,000	3				Elim.						
Crates, berry or fruit, s. u., empty	D1			D1	4	12,000 R27						Added.		
Cues, billiard or pool	1	3	30,000	1				Elim.						
Cupro-nickel, scrap	3			3	4	30,000						Added.		
Cups, spitting, paper or cardboard, folded or packed flat	3	5	36,000	3				Elim.						

Cuspidors, iron or steel:																	
Cast, enameled	3	4	30,000		R26	5	30,000						3 to R26	4 to 5			
[Cast, not decorated or enameled	R26	5	36,000		R26	5	30,000								6,000		
Other than cast (decorated or enameled)	3	4	30,000		2	4	20,000	R27	3 to 2			Added.			10,000	R27	
Other than cast, not decorated or enameled	R26	5	36,000		2	4	20,000	R27	R26 to 2	5 to 4		Added.			16,000	R27	
Dip, animal or poultry:																	
Liquid		5	36,000			5	30,000								6,000		
Other than liquid		5	36,000			5	30,000								6,000		
Disinfectants, n. o. s., liquid:																	
In cans, jacketed, loose		5	36,000			5	30,000								6,000		
In cans, boxed		5	36,000			5	30,000								6,000		
In kegs, barrels, or casks		5	36,000			5	30,000								6,000		
Disinfectants, n. o. s., other than liquid:																	
In pails		5	36,000			5	30,000								6,000		
In boxes		5	36,000			5	30,000								6,000		
In kegs, barrels, or casks		5	36,000			5	30,000								6,000		
Doilies, paper	1				1	5	30,000							Added.			
Doors, storm	3	5	24,000	R27	3					Elim.							
Doors and door frames combined:																	
Cold storage		5	30,000			5	24,000	R27				Added.			6,000	R27	
Smoke house and firing (for packing houses)	3	5	36,000		3					Elim.							
Drawers, money		4	24,000	R27		R26	24,000	R27		4 to R26							
Dressing, belt:																	
In cans, jacketed	1	4	30,000		1					Elim.							
In tin, boxed	3	4	30,000		3					Elim.							
In bulk, in kegs or barrels	3	5	30,000		3					Elim.							
Dressing, harness, leather and shoe, in bulk in kegs or barrels		5	30,000			4	30,000			5 to 4							
Dressing, hoof:																	
In glass or earthenware, packed	1	3	30,000		1					Elim.							
In tins, boxed	2	4	30,000		2					Elim.							
Dumb-bells, wood	2	5	34,000		2					Elim.							
Dumb waiters:																	
S. U.	1½	2	10,000	R27	1½					Elim.							
K. D. in pieces	2	5	24,000	R27	2					Elim.							
Dust, coke		6	30,000			6	40,000				10,000						
Dye wood, in stick		5	36,000			5	30,000								6,000		
Earth, infusorial		5	40,000			5	30,000								10,000		
Escapes, smoke or steam (locomotive round house):																	
Asbestos, in sections	D1	2	10,000	R27	3	5	30,000				20,000		D1 to 3	2 to 5			Elim.
Wood and iron combined, k. d.		5	36,000			5	30,000								6,000		
Evaporators, sugar:																	
S. U.		5	24,000	R27		3	15,000	R27		5 to 3					9,000	R27	
K. D.		5	24,000	R27		3	15,000	R27		5 to 3					9,000	R27	
Evaporators, n. o. s.	D1	4	24,000	R27	D1					Elim.							

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Evergreens:														
In bags or bales	1	5	20,000 R27	1½	4	16,000 R27	1 to 1½	5 to 4					4,000 R27	
Extinguishers, fire, n. o. s. (not on wheels)	1	3	30,000	1				Elim.						
Extracts, coffee or coffee essence:														
In glass, packed	1	3	30,000	1				Elim.						
In other packages	3	5	30,000	3				Elim.						
Extract, logwood, dry, in barrels		5	30,000		5	36,000			6,000					
Fasteners, cork or cover (bottle or jar)	2			2	4	30,000						Added.		
Faucets, measuring	1	3	30,000	1				Elim.						
Felt, mattress, cotton or jute, in compressed bales	2			2	4	18,000 R27						Added.		
Fenders, fire-place, wire, not nested	1			1½			1 to 1½							
Ferro-molybdenum, ferro-tungsten (tungsten metal) and ferro-vanadium	1½			1							1½ to 1			
Ferrules, brass or copper	3	4	30,000	3				Elim.						
Fibre, kapok		2	12,000 R27		2	16,000 R27			4,000 R27					
Fibre, wood, for street-sweeping brooms	2	5	30,000	2				Elim.						
Files, letter, paper or strawboard, folded flat		4	30,000		4	24,000 R27				Added.			6,000 R27	
Filling, cotton or jute, in compressed bales	2			2	4	18,000 R27						Added.		
Filtering mats, hair, new	1	2	20,000 R27	1				Elim.						
Fixtures, curtain or shade roller, n. o. s.	2			3	5	30,000					2 to 3	Added.		
Flasks, foundry, wood		5	24,000 R27		5	30,000			6,000					Elim.
Fibre, flax, in bales, not machine pressed	2			1			2 to 1							
Fog-horns, portable	2	5	24,000 R27	1			2 to 1	Elim.						
Foots, Oil:														
Cotton seed, in barrels		5	36,000		5	30,000							6,000	

Linseed, in barrels	4	5	36,000		3	5	30,000		4 to 3							6,000		
Olive	4	5	36,000		3	5	30.000		4 to 3							6,000		
N. O. S., except petroleum	4	5	36,000		3	5	30,000		4 to 3							6,000		
Forms, dress, n. o. s. (dress fitting):																		
S. U	D1				D1	1	10,000	R27							Added.			
K. D:																		
In boxes	D1				1½	2	15,000	R27						D1 to 1½	Added.			
In cabinets	D1				1	3	20,000	R27						D1 to 1	Added.			
Fossils, in rock	1				2	4	30,000							1 to 2	Added.			
Frames, awning	3	4	30,000		3					Elim.								
Frames, saw buck:																		
S. U	1	5	24,000	R27	1					Elim.								
K. D., crated or boxed		5	24,000	R27		5	30,000				6,000							Elim.
K. D., in bundles		5	24,000	R27	2	5	30,000				6,000			Added.				Elim.
Fruit, crushed, in glass, packed		5	30,000				36,000				6,000							
Furniture, new:																		
Blackboards and desks or blackboards, charts, and desks combined:																		
Folded	2	4	30,000		2	4	20,000	R27					Added.			10,000	R27	
K. D	2	4	30,000		2	4	24,000	R27					Added.			6,000	R27	
Chairs, n. o. s., k. d. (not flat):																		
Iron or steel	R26		12,000	R27	R26		14,000	R27			2,000	R27						
Refrigerators, k. d., flat		4	30,000			4	24,000	R27					Added.			6,000	R27	
Safes, bread, cheese, meat, milk, preserve, and kitchen:																		
K. D., flat, in bundles, crates, or boxes	2					4	24,000	R27							Added.			
Settees, wood, n. o. s. (entirely taken apart and k. d., not flat) wrapped, crated, or boxed	D1	2	10,000	R27	1	R26	16,000	R27			6,000	R27		D1 to 1	2 to R26			
Stools, n. o. s. (wood seat, tops and legs separated, seats nested, legs and rounds nested), in bundles, crates, or boxes:																		
Finished, wrapped, crated or boxed	1½	2	10,000	R27	1	R26	14,000	R27			4,000	R27		1½ to 1	2 to R26			
In the white, wrapped, crated or boxed	1½	2	10,000	R27	R25	R26	14,000	R27			4,000	R27		1½ to R25	2 to R26			
Wardrobes, n. o. s. (k. d., not flat)	D1	2	10,000	R27	1	3	16,000	R27			6,000	R27		D1 to 1	2 to 3			
Fustic, in stick	3	5	36,000		3	5	30,000									6,000		
Gas, hydrogen	R25					R26	30,000								Added.			
Gas, oxygen	R25				3	4	30,000							R25 to 3	Added.			
Glass, plate, n. o. s., polished crystal sheet, n. o. s., looking and shock (including strips of plate or polished crystal sheet glass):																		
Exceeding 120 inches		3				R26									3 to R26			

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Glass.—Continued.														
Exceeding 80 inches, but not exceeding 120 inches	1	3		2	4						1 to 2	3 to 4		
Boxed, requiring flat or gondola car		3			R26							3 to R26		
Glassware:														
Bottles, cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Chandeliers, cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Globes, n. o. s., cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Inkstands or inkwells, cut glass (other than roeck crystal)	D1			1½							D1 to 1½			
Jars, cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Lamps, lamp founts and pillars, cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Pendants cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Shades, cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Tumblers (not goblets), cut glass (other than rock crystal)	D1			1½							D1 to 1½			
Vases, cut glass (other than rock crystal)	D1			1½							D1 to 1½			
N. O. S., cut (other than rock Crystal)	D1			1½							D1 to 1½			
Gloves (fur)	1			D1			1 to D1							
Golf club heads, in the rough (or in the white)	3	5	30,000	3				Elim.						

Grain and grain screenings:																
Barley, not sprouted, in sacks or barrels	5	6	40,000		5	6	56,000				16,000					
Corn, n. o. s., shelled, in sacks or barrels	5	6	40,000		5	6	56,000				16,000					
Oats, in sacks or barrels	5	6	35,000		5	6	40,000				5,000					
Rye, n. o. s., in sacks or barrels	5	6	40,000		5	6	56,000				16,000					
Wheat, n. o. s., in sacks or barrels	5	6	40,000		5	6	60,000				20,000					
Grapefruit	2	3	20,000		2	3	24,000				4,000					
Grape vines or cuttings (plants or vines, not dormant):																
In boxes	R25	5	16,000	R27	1				R25 to 1	Elim.						
Roots, boxed and tops tied (rooted in tubs or boxes without covers, tops protected)	1½	5	16,000	R27	D1				1½ to D1	Elim.						
Graphite, in kegs	3	4	30,000		4		536,000				6,000		3 to 4	4 to 5		
Grasses (not hay), dried	1	5	20,000	R27	1					Elim.						
Grease, axle, n. o. s., (or lubricating, other than petroleum):																
In cans (completely jacketed)	3				1				3 to 1							
In boxes, kegs, half-barrels, or barrels	R26				3				R26 to 3							
Grease, kalon, in wood (in barrels)	3				R26								3 to R26			
Grease, rosin, in wood (in barrels)	3				R26								3 to R26			
Grease, n. o. s., in cans (in metal cans in boxes or crates)	3				R26								3 to R26			
Grenades, hand (fire extinguishers)	1	3	30,000		1					Elim.						
Guayule brush, n. o. s. (other than ground)	2	4	24,000	R27	2	4	30,000				6,000					Elim.
Gum:																
Aloes, asafetida, guaiac, kino, myrrh	3	4	30,000		1	3	30,000		3 to 1	4 to 3						
Chewing, in glass packed	1	3	24,000	R27	1	3	30,000				6,000					Elim.
Hair, n. o. s.:																
In sacks, boxes, or barrels	1	5	20,000	R27	1					Elim.						
In compressed bales	3	5	20,000	R27	3					Elim.						
Hammocks, n. o. s	1	3	20,000	R27	1					Elim.						
Hampers:																
Not tested	4t 1				4t 1	3	12,000	R27						Added.		
Nested	3t 1				1½	3	12,000	R27					3t 1 to 1½	Added.		
Handles, mop, without heads or wringer attachments	3	5	34,000		3	5	36,000				2,000					
Hangings, wall, cotton	2	R26	24,000		2	3	24,000			R26 to 3						
Hangings, wall, paper	2	R26	24,000		2	4	30,000				6,000			R26 to 4		
Hats and caps, felt, old (and worn out)	3	5	24,000	R27	3					Elim.						
Heading	4	6	34,000		4	6	36,000				2,000					

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Heads, deer, s.u.:														
Stuffed, mounted or not mounted	D1			3t 1			D1 to 3t1							
Not stuffed, mounted	D1			3t 1			D1 to 3t1							
Head-linings, cooperage, wood	4	6	34,000	4	6	36,000			2,000					
Heaters and lamps, combined	1	3	16,000 R27	1				Elim.						
Heaters or warmers, foot, soapstone	3	5	30,000	3				Elim.						
Heels, rubber	R25	4	30,000	R25				Elim.						
Heels, wood	2	4	30,000	2				Elim.						
Heel, circlets, metal	3	4	30,000	3				Elim.						
Heel plates, metal	3	4	30,000	3				Elim.						
Hemp fiber)	4	5	20,000 R27	3	5	24,000 R27	4 to 3		4,000 R27					
Herbs, dried:														
Ground or powdered—														
In bags, barrels, or boxes	1	2	10,000 R27	1				Elim.						
Not ground or powdered—														
In compressed bales		4	20,000 R27		4	24,000 R27			4,000 R27					
In bags or in bales not machine pressed		2	10,000 R27		4	24,000 R27			14,000 R27			2 to 4		
Hods, brick or mortar, wood:														
S. U	2	3	16,000 R27	2				Elim.						
K. D	3	5	24,000 R27	3				Elim.						
Hoops:														
Sieve or riddle rim, coiled		5	24,000 R27		5	30,000			6,000					Elim.
Truss (coopers'), wood—														
Bent	2	6	24,000 R27	2				Elim.						
In straight strips	3	6	24,000 R27	3				Elim.						
N. O. S., wood—														
Coiled, nested		6	24,000 R27		6	30,000			6,000					Elim.
Coiled, not nested	1	6	24,000 R27	R25	6	30,000			6,000		1 to R25			Elim.
Not coiled		6	24,000 R27		6	30,000			6,000					Elim.
Hops, n. o. s. (in boxes)	1½			1							1½ to 1			

Hops, compressed		2	14,000	R27		2	15,000 R27			1,000 R27					
Horn, tips or ends	R26	5	30,000		2	4	30,000	R26 to 2	5 to 4						
Horns amplifying:															
Not nested	1½	3	16,000	R27	1½				Elim.						
Nested	1	3	16,000	R27	1				Elim.						
Hulls, coffee	5	6	30,000		4			5 to 4	Elim.						
Hydro-carbon (gas drips)		5	36,000			5	30,000							6,000	
Incubators:															
S. U.		2	10,000	R27		3	18,000 R27			8,000 R27			2 to 3		
Legs detached or folded against body	1	2	10,000	R27	2	3	18,000 R27			8,000 R27		1 to 2	2 to 3		
K. D., flat	1	2	10,000	R27	R25	4	24,000 R27			14,000 R27		1 to R25	2 to 4		
Insect powder, n. o. s. insecticides (other than agricultural or vermin exterminators) in glass	1	3	30,000		1				Elim.						
Insect and vermin destroying preparations, n. o. s.:															
Agricultural—															
In glass, packed	1	3	30,000		1				Elim.						
In cans, jacketed		5	36,000			5	30,000							6,000	
In cans, boxed		5	36,000			5	30,000							6,000	
In boxes, kegs, bbls, or casks		5	36,000			5	30,000							6,000	
Other than agricultural—															
In glass, packed	1	3	30,000		1				Elim.						
In cans, jacketed	1	5	36,000		1				Elim.						
In cans, boxed		5	36,000			5	30,000							6,000	
In boxes, kegs, bbls. or casks		5	36,000			5	30,000							6,000	
Iron and steel, and articles manufactured of same:															
Balls, bearing (for antifriction purposes)	3	4	30,000		2	3	30,000	3 to 2	4 to 3						
Bars n. o. s., copper coated or covered (in bundles)	R26				3			R26 to 3							
Barrels n. o. s. (not drums):															
Sheet, s. u.	3	5	18,000	R27	D 1	2	10,000 R27	3 to D1	5 to 2					8,000 R27	
Sheet iron or steel, k. d., bodies nested, heads in bundles)		5	18,000	R27		3	30,000			12,000					Elim.
Bearings, ball, n. o. s. (for antifriction purposes)	3	4	30,000		2	3	30,000	3 to 2	4 to 3						
Boilers, range (U. S. standard gauge No. 14 or lower, exceeding 52 gallons capacity	3	5	24,000	R27	2	5	24,000	3 to 2							Elim.
U. S. standard gauge No. 14 or lower, not exceeding 52 gallons capacity, with interior water heaters	3	5	24,000	R27.	R25	5	24,000	3 to R25							Elim.

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Iron and steel, and articles manufactured of same—Continued.														
Boilers, sectional	2	5	24,000 R27	2	5	24,000 Rule 5-C applies with minimum of 12,000.								Elim.
Boxes, ballot	D 1	2	12,000 R27	D 1				Elim.						
Boxes, postal or letter—														
S. U., cast or cast and sheet combined	2	4	24,000 R27	2				Elim.						
K. D., flat	3	5	30,000	3				Elim.						
K. D. (not flat)	3	5	36,000	3				Elim.						
Brooders, poultry—														
Not nested (s. u.)		4	20,000 R27		3	18,000 R27		4 to 3					2,000 R27	
Nested (k. d. flat or folded flat)		4	20,000 R27		4	24,000 R27			4,000 R27					
Burners, natural gas, loose (weighing each 15 lbs. or over)	1			3							1 to 3			
Chains, pot (pot cleaners)	3	4	30,000	3				Elim.						
Chutes, coal for coal delivery wagons—														
Not nested	2	5	24,000 R27	2				Elim.						
Nested	3	5	24,000 R27	3				Elim.						
Closets, garbage, cast	3	5	30,000	3				Elim.						
Crank-shafts (unfinished, cast or forged, rough turned):														
Loose	1	5	24,000 R27	R26	5	36,000			12,000		1 to R26			Elim.
Crated, boxed or skidded	2	5	24,000 R27	R26	5	36,000			12,000		2 to R26			Elim.
K. D	2	5	24,000 R27	R26	3	36,000			12,000		2 to R26			Elim.
Cresting, packed flat (nested)	4			2			4 to 2							
Cresting, packed flat (not nested)	4			1			4 to 1							
Cylinders, gas (tubes or drums), n. o. s	4			3			4 to 3							

Cylinders, soda water (tubes or drums)	4			3			4 to 3					
Dies, ceiling, cast	4	5	36,000	4				Elim.				
Drags or levelers, road	4	5	30,000	3	5	24,000	4 to 3					6,000
Drums, red or white lead	3	5	30,000	2	5	24,000 R27	3 to 2			Added.		6,000 R27
Dumb-bells	R26	5	36,000	R26				Elim.				
Elevator buckets, boxed	1			R25						1 to R25		
Fasteners, bed rail and hooks	R26			4						R26 to 4		
Fasteners, belt, machinery (or lacings)	R26	5	36,000	R26				Elim.				
Fenders, fireplace, coppered, in crates or boxes	1			3	5	30,000				1 to 3	Added.	
Fenders, fireplace, n. o. s.	2			3	5	30,000				2 to 3	Added.	
Figures, fountain	2	4	24,000 R27	2				Elim.				
Fixtures, awning	3	4	30,000	3				Elim.				
Fountains	2	4	24,000 R27	2				Elim.				
Frames, awning, k. d.	3	4	30,000	3				Elim.				
Furnaces, sugar rocker—												
With legs or rockers attached	D1			1½	3	15,000 R27				D1 to 1½	Added.	
Without legs or rockers, or legs or rockers in bundles, other parts in packages or loose	D1			1	3	15,000 R27				D1 to 1	Added.	
Heads, exhaust pipe—												
Galvanized (plate or sheet)	1½			1						1½ to 1		
N. O. S.	2	5	30,000	2				Elim.				
Hods, brick or mortar—												
S. U.	2	3	16,000 R27	2				Elim.				
K. D.	3	5	24,000 R27	3				Elim.				
Holders, incandescent lamp (or trays), s. u.		2	10,000 R27		R25	12,000 R27			2,000 R27		2 to R25	
Hoops, truss (coopers')	3	5	36,000	3				Elim.				
Kegs, white lead		5	20,000 R27		5	24,000 R27			4,000 R27			
Molds, ice—												
Loose		5	30,000		5	24,000 R27				Added.		6,000
Nested		5	30,000		5	24,000 R27				Added.		6,000
Pails, garbage—												
Not nested		4	20,000 R27		4	14,000 R27						6,000 R27
Nested	1½	4	20,000 R27	2	4	14,000 R27				1½ to 2		6,000 R27
Parts or fittings, railway car, n. o. s.—												
Other than above		4	30,000		5	36,000			6,000		4 to 5	
Pig, sand		6	Per gross ton 2,268 lbs. same as 2,000 lbs., min. wt. 25 tons.		6	Per gross ton 2,240 lbs. same as 2,000 lbs., min. wt. 25 tons.			700			

McCAIN EXHIBIT No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Iron and steel, and articles manufactured of same—Continued.														
Pins, dowel	3			4							3 to 4			
Pipe, blow (for dust arresters)—														
Not nested	1½			1½	3	16,000 R27						Added.		
Nested	1			1	3	16,000 R27						Added.		
Seams opened and rolled in nests	1			R25	3	16,000 R27					1 to R25	Added.		
Pipe, stove (nested)—														
In bundles	D1	1	10,000 R27	1½	3	16,000 R27			6,000 R27		D1 to 1½	1 to 3		
Crated or boxed	1½	1	10,000 R27	1	3	16,000 R27			6,000 R27		1½ to 1	1 to 3		
Pipes, stand or water cranes, railroad, k. d.	4			R26			4 to R26							
Plugs, fire	4			R26			4 to R26							
Racks, bicycle—														
S. U	3	4	30,000	1½			3 to 1½	Elim.						
K. D., or folded flat	3	4	30,000	3				Elim.						
Reinforcement, concrete and plaster, column hooping (k. d. or collapsed)	1	4	20,000 R27	3	5	36,000			16,000		1 to 3	4 to 5		Elim.
Road scraper blades (in bundles or loose)	R25			2			R25 to 2							
Rods, n. o. s., brass or coppered covered, coated or plated (in bundles)	R26			3			R26 to 3							
Rollers, road, steam, min. wt. 10,000 lbs. each	3	5	30,000	2	5	24,000	3 to 2				{Actual wt.}		6,000	
Rollers, road, n. o. s. (other than self-propelling)	3	5	30,000	R25	5	24,000	3 to R25						6,000	
Shifters, belt	2	3	24,000 R27	2				Elim.						
Smokestacks, n. o. s.—														
Inside diameter 24 inches or less, nested or not nested, U. S. standard 16 gauge and thicker	D1			2							D1 to 2			

Inside diameter exceeding 24 inches and not exceeding 48 inches, U.S. standard 16 gauge or thicker, nested or not nested	D1			1							D1 to 1			
Spouts, water tank or standard pipe	D1	2	12,000 R27	D1				Elim.						
Stands, bicycle—														
S. U	3	4	30,000	1½			3 to 1½	Elim.						
K. D. or folded flat	3	4	30,000	3				Elim.						
Staples, n. o. s., coppered	R26			4							R26 to 4			
Statuary, fountain (fountain figures)	2	4	24,000 R27	2				Elim.						
Swage blocks	3	4	30,000	3				Elim.						
Tanks, locomotive tender		5	30,000	2	5	24,000 R27				Added.	Added.		6,000 R27	
Tanks, n. o. s., plate, s. u.		5	24,000		5	24,000 R27				Added.				
Toasters, bread—														
Electric	1	2	12,000 R27	1				Elim.						
S. U., not nested, n. o. s.	1	2	12,000 R27	1				Elim.						
S. U., nested, n. o. s.	1	2	12,000 R27	2				Elim.			1 to 2			
K. D. or flat, n. o. s.	1	2	12,000 R27	2				Elim.			1 to 2			
Tracks, portable railway, s. u., in sections	2			3							2 to 3			
Troughs, dough, s. u., not nested, plate (U. S. standard gauge No. 10 or lower) castors or wheels detached or boxed	D1	3	12,000 R27	2	5	30,000			18,000		D1 to 2	3 to 5		Elim.
Vases, fountain	2	4	24,000 R27	2				Elim.						
Waste, wool	1	4	24,000 R27	1				Elim.						
Wrenches, drop forge and cast iron, without attachments		4			5							4 to 5		
Iron, bromide of	3	5	36,000	3				Elim.						
Iron, sulphate of (copperas), in boxes or kegs (in bulk)	2			4							2 to 4			
Istle (fiber, Tampico)	4	5	24,000 R27	3	5	30,000	4 to 3		6,000					Elim.
Juice and juices, clam, in glass, packed		3	30,000		3	36,000			6,000					
Kieselguhr		6	40,000		5	30,000		6 to 5					10,000	
Ladders, n. o. s., wood (other than rolling shelf or step) k. d., flat (taken apart)	3	5	24,000 R27	2	3	12,000 R27	3 to 2	5 to 3					12,000 R27	
Lamps, incandescent electric:														
Tungsten or Tantalum	D1	2	14,000 R27	1½	2	16,000 R27			2,000 R27		D1 to 1½			
N. O. S.		3	18,000 R27		2	16,000 R27		3 to 2					2,000 R27	
Lasts, n. o. s. (other than iron or steel):														
In bundles	2	4	30,000	2				Elim.						
In boxes or barrels	3	4	30,000	3				Elim.						

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Lead:														
Arsenate of (paste)—In glass or earthenware, boxed	1	3	30,000	1				Elim.						
Arsenate of (dry)—														
In cans, boxed		5	36,000		5	30,000							6,000	
In kegs, barrels, or casks		5	36,000		5	30,000							6,000	
Black, in kegs	3	4	30,000	4	5	36,000			6,000		3 to 4	4 to 5		
Nitrate of, in kegs	2			4	5	36,000					2 to 4	Added.		
Leaves:														
Deer tongue, in compressed bales	1	4	20,000 R27	2	4	24,000 R27			4,000 R27		1 to 2			
N. O. S.—														
In compressed bales		4	20,000 R27		4	24,000 R27			4,000 R27					
In fiber or metal cans or cartons, in barrels or boxes	1	2	10,000 R27	1				Elim.						
In bulk in barrels or boxes	1	2	10,000 R27	1				Elim.						
In machine-pressed forms in boxes	1	2	10,000 R27	1				Elim.						
In bags or in bales, not machine pressed	1	2	10,000 R27	1	4	24,000 R27			14,000 R27			2 to 4		
Lemons		3	20,000		3	24,000			4,000					
Limes		3	20,000		3	24,000			4,000					
Liquids or fluids, bronze, in tin, packed	1			2							1 to 2			
Liquor, gas (ammoniacal liquor) (crude), in barrels or iron drums		5	36,000		5	30,000							6,000	
Live stock, domestic animals:														
Carloads, subject to rates and regulations of individual carriers:														
When shipments are not weighed, they must be waybilled as follows—														
Cattle			25,000			20,000							5,000	

Cattle and calves, in partially double-deck cars			25,000			22,000							3,000	
Cattle, goats, and sheep, in partially double-deck cars			25,000			22,000							3,000	
Goats, sheep, or calves, single-deck cars			16,000			14,000							2,000	
Goats, sheep, or calves, double-deck cars			20,000			18,000							2,000	
Hogs, single-deck cars			18,000			16,000							2,000	
Hogs, double-deck cars			28,000			22,000							6,000	
Horses, goats, and sheep, in mixed carloads, in partially double-deck cars			25,000			22,000							3,000	
Each mare and colt, estimated weight 5,500 lbs	1													
One mare and foal together, estimated weight 5,000 lbs				1										
Each additional mare and foal together, estimated weight 3,500 lbs											2,000			
Each cow and calf, estimated weight 5,500 lbs	1													
One cow and calf together, estimated weight 5,500 lbs				1										
Each additional cow and calf together, estimated weight 3,500 lbs											2,000			
Logwood, in stick		5	36,000		5	30,000							6,000	
Lumber:														
Asbestos and cement combined	4			3			4 to 3							
Cigar box		5	34,000		5	36,000			2,000					
Plastic (asphalt-coated building paper with lath attached thereto)	3			R26							3 to R26			
Machines, machinery, and mills:														
Clipping or shearing machines, hair or wool (not hand clippers)		5	30,000		5	24,000 R27							6,000 R27	
Concrete mixing machines (mixer and engine or motor combined)		5	30,000		5	24,000 R27							6,000 R27	

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Machines, machinery, and mills—Continued.														
Dust arresters, galvanized, iron or steel—														
S. U. or K. D., not flat	3 t 1			D1							3 t 1 to D1			
K. D., flat	3 t 1			1	3	16,000 R27					3 t 1 to 1	Added.		
Egg-testing machines	1½		212,000 R27	1½				Elim.						
Hammers, steam or trip, K. D. (loose or on skids)	2			1			2 to 1							
Looms (carpet, hand):														
S. U., on skids or in crates	1½			1							1½ to 1			
K. D., crated or boxed	1½			2							1½ to 2			
Mills, bark	2	5	24,000 R27	2				Elim.						
Presses, fruit, n. o. s (barrel headers)—														
S. U., in bundles	2	5	24,000 R27	1			2 to 1	Elim.						
K. D., in boxes or crates	2	5	24,000 R27	2				Elim.						
Presses, n. o. s.		5	30,000		5	24,000 R27				Added.			6,000 R27	
Warp-tying machines		5	20,000 R27		5	24,000 R27			4,000 R27					
Washers or humidifiers, air, iron or steel, s. u.	D1	3	16,000 R27	D1				Elim.						
Washing machines, dish—														
Completely k. d., boxed	2	5	24,000 R27	1			2 to 1	Elim.						
Other than completely k.d., crated or boxed	1	4	15,000 R27	1				Elim.						
Washing machines—														
Ore, k. d.	R26			R25			R26 to R25							
Shaving (brewers' chips)—														
K. D., in boxes or crates	D1			1							D1 to 1			
N. O. S., hand—														
Completely k. d., boxed		5	24,000 R27		4	16,000 R27		5 to 4					8,000 R27	

Other than completely k. d.		4	15,000	R27		4	16,000	R27			1,000	R27						
N. O. S., with motor attachments (other than hand)		4	15,000	R27		4	16,000	R27			1,000	R27						
Madder, in casks or hogsheads	3				2				3 to 2									
Magazines, paper		3	20,000	R27		3	20,000											Elim.
Magnesia, in boxes or kegs (in bulk)	2	4	24,000	R27	R26	4	30,000				6,000			2 to R26				Elim.
Magnesite, crude		6	40,000		4	6	40,000							Added.				
Magnesite, n. o. s. (calcined magnesite), in boxes or kegs	2				R26									2 to R26				
Magnesium, sulphate of, crystals (epsom salts), in boxes (in bulk)	2				R26									2 to R26				
Mandarins		3	20,000			3	24,000				4,000							
Mangles:																		
Completely k. d., boxed	2	5	30,000		2	5	24,000	R27					Added			6,000	R27	
N. O. S., not crated or boxed	D1	4	15,000	R27	1	5	24,000	R27			9,000	R27		D1 to 1	4 to 5			
N. O. S., crated or boxed	1	4	15,000	R27	2	5	24,000	R27			9,000	R27		1 to 2	4 to 5			
Manila (hemp fiber)	4	5	30,000		3	5	24,000	R27	4 to 3				Added.			6,000	R27	
Manure (not guano), bird or animal:																		
In packages, boxed or in barrels	1	3	20,000	R27	1					Elim.								
Marbles, n. o. s. (other than clay or glass)	3	5	36,000		3					Elim.								
Masks, n. o. s.:																		
Linen or cotton (other than flat or nested, in boxes)	1				D1				1 to D1									
Wire (nested, in boxes)	D1				1									D1 to 1				
Masts, wood, solid		5	34,000			5	30,000									4,000		
Meal, Foenugreek seed:																		
In barrels (in bulk)	1				3	5	36,000							1 to 3	Added.			
In boxes	1				1	3	30,000								Added.			
Meats, cured: Tongues, smoked	3				3	5	30,000								Added.			
Meats, dressed, fresh:																		
Chucks, boneless; shank meat; cheek meat and beef or pork trimmings; salted:																		
Value not more than 4½ cents per lb	R26 plus 5c per cwt.				1				R26 plus 5c per cwt. to									
Metal, monel, bars, billets, or slabs		5	36,000			4	30,000			5 to 4						6,000		
Metal, monel, scrap		5	36,000			4	30,000			5 to 4						6,000		
Meters, water, iron, or steel (tank):																		
Sheet iron or steel	3	4	30,000		1	3	12,000	R27	3 to 1	4 to 3			Added.			18,000	R27	
Plate iron or steel	3	4	30,000		2	5	24,000	R27	3 to 2				Added.		4 to 5	6,000	R27	

McCAIN EXHIBIT No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Milk, condensed or evaporated:														
In glass or earthenware, packed		4	30,000		4	36,000			6,000					
In cans, jacketed	2			2	4	36,000						Added.		
In cans, boxed		4	30,000		4	36,000			6,000					
In kegs, half-bbls, or bbls		4	30,000		4	36,000			6,000					
Mint tailings		3	24,000 R27		3	24,000								Elim.
Mirrors or looking glasses, framed:														
Five ft. or over in length of box	D1													
Exceeding 7½ ft. in width or with a united outside measurement exceeding 19 ft				3 to 1			As stated.							
Mittens (fur)	1			D1			1 to D1							
Moldings, n. o. s., plaster	1	3	30,000	2	3	20,000 R27				Added.	1 to 2		10,000 R27	
Mops, in bundles		4	15,000 R27		4	20,000 R27			5,000 R27					
Moss, evergreen		5	20,000 R27		4	16,000 R27		5 to 4					4,000 R27	
Mowers, lawn		5	24,000 R27		5	30,000			6,000					Elim.
Mowers and rollers combined, lawn:														
Gas or gasoline power	1	5	24,000 R27	1				Elim.						
Steam power—														
Min. wt., 6,000 each	1	5						Elim						
Actual wt.				1							As stated			
Mushroom spawn, other than in bricks	1	3	24,000 R27	1				Elim.						
Mutoscopes	1	3	30,000	1				Elim.						
Myrobalan		5	30,000		5	36,000			6,000					
Needles, pine, pressed in bale	1	5	20,000 R27	1				Elim.						
Nests, hen, s. u., concrete or cement	1			3							1 to 3			
Nests, hen, k. d., other than concrete or cement:														
Trap	3	5	30,000	1			3 to 1	Elim.						
Other than trap	3	5	30,000	3				Elim.						
Nets, glue, wire	1	4	24,000 R27	1				Elim.						

Netting, wire, n. o. s. (copper, brass, or bronze)	1	3	30,000		1					Elim.								
Nickel:																		
In blocks, slabs, bars, pigs, ingots, and billets	1				2	4	30,000							1 to 2	Added.			
In cube or shot form	1				1	3	30,000								Added.			
Nitrotoluol, liquid		5	36,000			5	30,000									6,000		
Oil, harness, n. o. s.:																		
In glass or earthenware, packed or in cans, jacketed	1	5	30,000		1					Elim.								
In tin, boxed	2	5	30,000		2					Elim.								
In bulk, in kegs, half barrels or barrels	3	5	30,000		3					Elim.								
Oil, linseed:																		
In cans, jacketed	1				1	5	30,000								Added.			
In wood bbls		5	26,000			5	50,000				4,000							
Oil, n. o. s.:																		
In glass or earthenware, packed	1	3	30,000		1					Elim.								
In tin, packed in boxes or bbls.	2	5	30,000		2					Elim.								
In iron drums or bbls	3	5	30,000		3					Elim.								
In wooden bbls	3	5	30,000		3					Elim.								
Oranges		3	20,000			3	24,000				4,000							
Outfits, sand blast cleaning, min. wt. 6,000 each					1	R25	11,000	R27							Added.			
Outfits, window display (advertising exhibits), k. d. flat	1½				1									1½ to 1				
Ox-bows	2	5	24,000	R27	2					Elim.								
Oysters, fresh, shucked (oyster meats):																		
In cans	1½				1½	1	15,000								Added.			
In wood or in oyster carriers or refrigerators	1½				1½	1	15,000								Added.			
Pads, n. o. s. cotton or jute, in compressed bales	2				2	4	18,000	R27							Added.			
Pans, evaporator (not vacuum pans), copper:																		
Tops and bottoms protected by wooden strips	2	4	24,000	R27	1½	3	15,000	R27	2 to 1½	4 to 3						9,000	R27	
In boxes or crates	2	4	24,000	R27	1	3	15,000	R27	2 to 1	4 to 3						9,000	R27	
Paper, carpet or carpet lining:																		
Indented		5	24,000	R27		5	30,000				6,000							Elim.
Not covered, folded, plaited, woven, corrugated, or indented		5	24,000	R27		5	30,000				6,000							Elim.
Paper, cloth lined		5	36,000			4	30,000			5 to 4						6,000		
Paper, crepe		2	10,000	R27		2	12,000	R27			2,000	R27						
Paper, crinkled		2	10,000	R27		3	18,000	R27			8,000	R27			2 to 3			
Paper, gummed	3				3	4	30,000								Added.			
Paper, pattern (not paper patterns)	3				3	5	36,000								Added.			
Paper, scrap or waste		6	20,000	R27		6	24,000	R27			4,000	R27						

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Paper, wall, unfinished		5	30,000		5	36,000			6,000					
Paper, wall, n. o. s		R26	24,000		4	30,000			6,000			R26 to 4		
Parts, steam railway or wrecking crane, when accompanying shipments of the articles to which they belong	4 Sub. to rules 7B and C.	6	30,000		6	70,000 For 2 cars, 1 with crane and 1 with parts.						As stated.		
Parts, steam shovel, when accompanying shipments of the articles to which they belong	4 Sub to rules 7B and C.	6	30,000		6	65,000 For 2 cars, 1 with shovel and 1 with parts.						As stated.		
Paste, caramel:														
In glass or earthenware, packed in barrels or boxes	3	4	30,000	1			3 to 1	Elim.						
In pails or tubs	3	4	30,000	2			3 to 2	Elim.						
In bulk in barrels	3	4	30,000	3				Elim.						
Paste, chicle	3	4	30,000	3				Elim.						
Patterns, wood or metal	1	3	20,000 R27	1				Elim.						
Peaches, green		1	15,000 R27		1	20,000			5,000					Elim.
Pedestals, n. o. s., wood:														
S. U	1			1½	2	10,000 R27	1 to 1½					Added.		
K. D. or folded flat	1			2	4	20,000 R27					1 to 2	Added.		
Petroleum coke or carbon		6	30,000		6	36,000			6,000					
Phosphorus:														
Red or amorphous	1½	1	10,000 R27	1	3	30,000			20,000		1½ to 1	1 to 3		Elim.
N. O. S		1	10,000 R27		1	12,000			2,000					Elim.
Photographic backgrounds and scenery, k. d	D1			1							D1 to 1			
Pie	2	4	20,000 R27	2				Elim.						
Pile-drivers:														
K. D., loaded on flat or gondola cars	3	5	30,000	2	5	40,000	3 to 2		10,000					

K. D., N. O. S.	3			2			3 to 2							
On own wheels		6	30,000		6	40,000			10,000					
Piledriver parts, n. o. s.	3			2			3 to 2							
Pine, ground		5	20,000 R27		4	16,000 R27		5 to 4					4,000 R27	
Pipe, n. o. s., brass or copper, on reels	R25			3	4	30,000					R25 to 3	Added.		
Pitch:														
Liquid, in kegs or tight barrels	3	5	36,000	4	6	36,000					3 to 4	5 to 6		
Solid, in bags or barrels		6	40,000		6	36,000							4,000	
In tank cars		5			6							5 to 6		
Plants, n. o. s.:														
Dormant—														
In bales	1½	2	10,000 R27	1	5	16,000 R27			6,000 R27		1½ to 1	2 to 5		
In barrels or boxes	1	2	10,000 R27	R25	5	16,000 R27			6,000 R25		1 to R25	2 to 5		
Not dormant—														
In pots, in crates	1½	2	10,000 R27	1½				Elim.						
In pots, in barrels, or boxes	1½	2	10,000 R27	1				Elim.			1½ to 1			
In tubs or open boxes	1½	2	10,000 R27	D1			1½ to D1	Elim.						
In barrels or boxes	1	2	10,000 R27	1				Elim.						
In crates	1½	2	10,000 R27	1½				Elim.						
Plumbers' materials, n. o. s., brass	1			2							1 to 2			
Poles, hoop		6	34,000		6	36,000			2,000					
Polishers, shoe, n. o. s.	1	3	24,000 R27	1				Elim.						
Potash, caustic, in cans, boxed	3	4	36,000	R26	5	36,000					3 to R26	4 to 5		
Popcorn, popped, sweetened, in balls; boxed or in barrels	1	3	20,000 R27	1				Elim.						
Popcorn, popped, sweetened, loose, in stave baskets	1	3	20,000 R27	1				Elim.						
Potash, sulphide of (sulphuret of potash):														
In metal cans, in boxes	2	5	36,000	2				Elim.						
In barrels	4	5	36,000	4				Elim.						
Potash, n. o. s.:														
In bulk in boxes	1			3							1 to 3			
In kegs	3	5	36,000	3				Elim.						
In barrels or casks	4	5	36,000	3			4 to 3	Elim.						
Pots, flower, and greenhouse, paper, nested	1½	3	16,000 R27	1½				Elim.						
Powder, toilet	1			1	3	24,000 R27						Added.		
Powder, tungsten	1½			1							1½ to 1			
Prints, newspaper	1	3	24,000	1				Elim.						
Propellers, n. o. s:														
Iron or steel	2			R25							2 to R25			
Metal, other than iron or steel		5	30,000		4	30,000		5 to 4						
Pumps, automobile or bicycle tire	1			1	4	24,000 R27						Added.		
Pumps, measuring, n. o. s.	R25	5	30,000	2	5	24,000 R27	R25 to 2			Added.			6,000 R27	
Quinces, green	1			2							1 to 2			
Racks, bicycle, wood, k. d. flat or folded flat	1	2	12,000 R27	1				Elim.						
Racks, shoe, s. u., crated or boxed.	3 to 1			2½ to 1							{3 to 1 to 2½ to 1}			

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Radiators, n. o. s. (engine cooling)		5	24,000 R27		5	30,000			6,000					Elim.
Rags		6	20,000 R27		6	24,000 R27			4,000 R27					
Rattan		3	20,000 R27		3	24,000 R27			4,000 R27					
Reels, hose, lawn:														
Other than k. d. flat or folded flat	1	3	20,000 R27	1				Elim.						
K. D. flat or folded flat	1	3	20,000 R27	2				Elim.			1 to 2			
Reels, hose, n. o. s. (not hose carts):														
S. U. (loose)	1½			D1			1½ to D1							
Rice, puffed, candied, in half barrels or barrels	R25			1			R25 to 1							
Rivets, n. o. s., brass, bronze, or copper	3	4	30,000	3				Elim.						
Road drags or levelers (not wheeled), wood and iron or steel combined:														
S. U., not nested	1	5	24,000 R27	3	5	24,000					1 to 3			Elim.
S. U., nested or k. d.	R25	5	24,000 R27	3	5	24,000					R25 to 3			Elim.
Road graders, drag:														
S. U.	1	5	24,000 R27	3	5	24,000					1 to 3			Elim.
K. D.	R25	5	24,000 R27	3	5	24,000					R25 to 3			Elim.
Road graders, wheeled:														
Elevating, k. d. flat	R25			1			R25 to 1							
Elevating and other than elevating, s. u., wheels off	1			1½			1 to 1½							
Road scrapers, drag, s. u. (poles detached or without poles)	1			R25							1 to R25			
Road scrapers, wheeled, s. u., wheels off (and poles detached)	1			R25							1 to R25			
Road scarifiers		5	24,000 R27		5	24,000								Elim.
Rods, curtain, n. o. s.	2			2	4	30,000						Added.		
Rolls, iron or steel, rubber or composition covered, n. o. s.	3	4	30,000	3				Elim.						

Roofing, asbestos, and cement combined	4				R26				4 to R26									
Roots, horseradish		4	24,000	R27		4	24,000											Elim.
Roots, laurel, in bags or boxes	2	5	30,000		2					Elim.								
Roots, rice, Mexican (Zacaton)		4	30,000			4	24,000	R27					Added.			6,000	R27	
Roots, n. o. s. (in machine-pressed pressed balet)	1	4	30,000		2	4	24,000	R27					Added.	1 to 2		6,000	R27	
Roots, n. o. s. (in bags or in bales, not machine pressed)		4	30,000			4	24,000	R27					Added.			6,000	R27	
Roots, n. o. s. (in bulk in barrels or boxes, or in machine-pressed forms, in boxes)	1	4	30,000		1					Elim.								
Rubber, crude		3	30,000			R26	36,000				6,000				3 to R26			
Sails, old, worn out	3	4	30,000		3					Elim.								
Saltpeter		5	36,000			5	40,000				4,000							
Salts, rochelle:																		
In boxes or kegs (in bulk)	1	5	36,000		2					Elim.				1 to 2				
In barrels (in bulk)	2	5	36,000		2					Elim.								
Sand, bird, or bird gravel	3	5	36,000		3					Elim.								
Scaffolds, window cleaners', k. d	3				2				3 to 2									
Scrapers, broom corn (k. d.)	1				2									1 to 2				
Screens, door or window, cloth or wire:																		
Flat or nested		4	16,000	R27		4	18,000	R27			2,000	R27						
Other than flat or nested	1	4	16,000	R27	1½	4	18,000	R27	1 to 1½		2,000	R27						
Seeds:																		
Ajoan	2	5	30,000		2					Elim.								
Bird (or bird food), in boxes or barrels	2	3	30,000		2					Elim.								
Annato	1				2									1 to 2				
Foenugreek, n. o. s. (in boxes)	1	3	30,000		1					Elim.								
Osage orange	2	4	30,000		1	3	30,000		2 to 1	4 to 3								
Pumpkin		5	36,000			5	30,000									6,000		
Sugar beet		5	36,000			5	30,000									6,000		
Sunflower, in barrels or boxes	1	3	30,000		3	5	30,000							1 to 3	3 to 5			
Shades, lamp:																		
Cotton (flat or nested)	D1				1									D1 to 1				
Paper (flat or nested)	D1				1									D1 to 1				
Sharpners or grinders (not grindstones), tool, n. o. s.:																		
With pedal attachments, s. u.	1½				1½	5	24,000	R27							Added.			
With pedal attachments, k. d. flat	2				2	5	24,000	R27							Added.			
Other than with pedal attachments		5	30,000			5	24,000	R27					Added.			6,000	R27	
Shavings, cocoanut skin		5	24,000	R27		5	36,000				12,000							Elim.
Shavings, n. o. s., wood		6	20,000	R27		6	24,000	R27			4,000	R27						
Shells, cocoanut	3	5	30,000		3					Elim.								
Shooks, cigar box, wooden		5	34,000			5	36,000				2,000							
Shovels, steam, on own wheels		6	30,000			6	35,000				5,000							

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Shrubbery, in bundles (completely wrapped)	1½			1							1½ to 1			
Sieve or riddle rims		5	24,000 R27		5	30,000			6,000					Elim.
Signs, n. o. s.		4	30,000		3	24,000		4 to 3					6,000	
Silver, German, scrap	3				4	30,000						Added		
Sisal	4	5	20,000 R27	3	5	22,000 R27	4 to 3		2,000 R27					
Slicers or cutters, fruit or vegetable (s. u., crated or boxed)	R25			1			R25 to 1							
Slides, toboggan, parlor	1	3	16,000 R27	1					Elim.					
Soda or sodium:														
Acetate of—														
In glass or earthenware, packed in barrels or boxes	3	5	36,000	1			3 to 1		Elim.					
In fiber or metal cans or cartons in barrels or boxes	3	5	36,000	2			3 to 2		Elim.					
Bisulphite of—														
In glass or earthenware, packed in barrels or boxes	R26	5	36,000	1			R26 to 1		Elim.					
In fiber or metal cans or cartons in barrels or boxes	R26	5	36,000	3			R26 to 3		Elim.					
Hyposulphite of—														
In cans or cartons in barrels or boxes	R26	5	36,000	3			R26 to 3		Elim.					
Nitrate of—														
In cans or cartons in barrels or boxes	R26	5	36,000	3			R26 to 3		Elim.					
In bags, or in bulk in barrels or boxes, or in bulk		5	36,000		5	40,000			4,000					
Silicate of (other than dry)—														
In carboys	R26	5	36,000	1			R26 to 1		Elim.					

In metal cans completely jacketed	R26	5	36,000		1			R26 to 1		Elim.					
In metal cans in barrels or boxes	R26	5	36,000		2			R26 to 2		Elim.					
Sulphite of—															
In glass or earthenware, packed in barrels or boxes	R26	5	36,000		1			R26 to 1		Elim.					
In fiber or metal cans or cartons in barrels or boxes	R26	5	36,000		2			R26 to 2		Elim.					
Peroxide of: Fused	1	3	24,000	R27	1					Elim.					
Phosphate of—															
In glass or earthenware, packed in barrels or boxes	3	4	36,000		1			3 to 1		Elim.					
In fiber or metal cans or cartons in barrel or boxes	3	4	36,000		2			3 to 2		Elim.					
N. O. S.—															
In glass or earthenware, packed in barrels or boxes	3	4	36,000		1			3 to 1		Elim.					
In fiber or metal cans or cartons in barrels or boxes	3	4	36,000		2			3 to 2		Elim.					
In bulk in barrels or boxes	3	4	36,000		3			3 to 2		Elim.					
Soda water, in copper, iron, or steel cylinders or tubes	2	4	30,000		3	5	30,000					2 to 3	4 to 5		
Solder, wire, on reels, completely enclosed with boards or slats		4	30,000			5	36,000			6,000			4 to 4		
Soldering salts:															
In glass, packed	1	3	30,000		1					Elim.					
In boxes (in bulk)	2	4	30,000		3					Elim.		2 to 3			
In kegs, barrels, casks, or iron drums	3	4	30,000		3					Elim.					
Soles, rubber	R25	4	30,000		R25					Elim.					
Soling, rubber	R25	4	30,000		R25					Elim.					
Solution, lime and sulphur:															
In glass, packed	1	3	30,000		1					Elim.					
In cans, jacketed, loose		5	36,000			5	30,000							6,000	
In cans, boxed		5	36,000			5	30,000							6,000	
In kegs, barrels, or casks, or iron drums		5	36,000			5	30,000							6,000	
Solution, silicate, in barrels	3				R26							3 to R26			
Soups and broths, in glass, packed		3	30,000			3	36,000			6,000					
Spars, wood, solid		5	34,000			5	30,000							4,000	
Spermaceti	1	3	30,000		1					Elim.					
Spotters, tenpin, and apparatus, k. d.	2				R25							2 to R25			
Sprayers, pump:															
K. D. (hand)	1				R25							1 to R25			
K. D. (power) (not hand)	1	5	30,000		2	5	24,000					1 to 2		6,000	

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Stalks, cotton:														
In bundles	1	5	20,000 R27	1½			1 to 1½		Elim.					
In bales, not machine pressed	1	5	20,000 R27	1½			1 to 1½		Elim.					
In machine-pressed bales	1	5	20,000 R27	1					Elim.					
Stands, bicycle, wood, k. d., flat or folded flat	1	2	12,000 R27	1					Elim.					
Stands, photographic (k. d. or folded)	1½			1							1½ to 1			
Staves, wooden:														
Banded together, packed flat, in bundles		6	34,000		6	36,000			2,000					
N. O. S		6	34,000		6	36,000			2,000					
Stems, pipe (mouthpieces), reed	1	3	20,000 R27	1				Elim.						
Stock or stuff, ladder, wood		5	24,000 R27		5	30,000			6,000					Elim.
Stones, curling	4			3			4 to 3							
Stoves, fireless cooking	1			2							1 to 2			
Straw, sugar cane, in bales		5	20,000 R27		5	24,000 R27			4,000 R27					
Strawboard, scrap or waste		6	30,000		6	24,000 R27				Added			6,000	
Stretchers, artists':														
S. U	1	2	10,000 R27	1				Elim.						
K. D	3	5	30,000	3				Elim.						
Stretchers, lace curtain, wood		4	20,000 R27		4	24,000 R27			4,000 R27					
Stretchers, umbrella	2			3	4	30,000					2 to 3	Added		
Sugar, burnt:														
In barrels	3			3	5	36,000						Added		
In tin cans, jacketed	2			2	5	36,000						Added		
Sugar, clarifier, liquid, n. o. s., in barrels	4	6	36,000	R26	5	36,000	4 to R26	6 to 5						
Sweepings, mint		3	24,000 R27		3	24,000								Elim
Tampico (istle fiber)	4	5	24,000 R27	3	5	30,000	4 to 3		6,000					Elim.
Tanks, oil or syrup (cellar or store):														
Crated or boxed	1½			D 1			1½ to D1							
Not crated or boxed	1½			2½ t 1			1½ to 2½t1							

Tanks, n. o. s., cement or stone, s. u.		4	16,000 R27		4	20,000 R27			4,000 R27					
Tanks, n. o. s., copper	D1			D1	4	24,000 R27						Added		
Tar, coal and gas:														
In iron drums, or in kegs, barrels, or casks		5	36,000		6	36,000						5 to 6		
In tank cars		5			6							5 to 6		
Tar, n. o. s.:														
In kegs	2	5	36,000	4	6	36,000					2 to 4	5 to 6		
In barrels		5	36,000		6	36,000						5 to 6		
Targets, n. o. s., paper	1	3	24,000 R27	1				Elim.						
Tennis goods, lawn	1	4	24,000 R27	1				Elim.						
Timber, n. o. s		6	34,000		6	34,000 Rule 5C not to apply.		As stated.						
Tin, block		5	36,000		4	30,000		5 to 4					6,000	
Tin, pigs, bars, or slabs		5	36,000		4	30,000		5 to 4					6,000	
Tin, sheet (not tin plate)		5	36,000		4	30,000		5 to 4					6,000	
Tow:														
In boxes	R26			3			R26 to 3							
In bales	R26						R26 to 3							
Traps, bird:														
Flat—														
In bundles	1	3	24,000 R27	1				Elim.						
In boxes or crates	1	3	24,000 R27	2				Elim.			1 to 2			
Other than flat—														
In bundles	1	3	24,000 R27	1½			1 to 1½	Elim.						
In boxes or crates	1	3	24,000 R27	1				Elim.						
Traps, mouse or rat:														
Flat, in boxes or crates	2	3	24,000 R27	2				Elim.						
N. O. S.—														
In bundles	1	3	24,000 R27	1½			1 to 1½	Elim.						
In boxes or crates	1	3	24,000 R27	1				Elim.						
Traps, clay pigeon or glass ball	1	4	30,000	1				Elim.						
Trays:														
Brick, wood		6	34,000		6	30,000							4,000	
Starch, wood	1			2							1 to 2			
Tanks (or cans), powder, government, galvanized iron		3	16,000 R27		4	14,000 R27						3 to 4	2,000 R27	
Trees, n. o. s., and tree prunings, in bundles (completely wrapped)	1½			1							1½ to 1			
Trenails, wood	4	6		3	5		4 to 3	6 to 5						
Troughs:														
Feeding, wood	1	3	12,000 R27	1				Elim.						
Watering, wood	1	3	12,000 R27	1				Elim.						
Tubes, speaking, tin		4	24,000 R27		4	20,000 R27							4,000 R27	
Twine, n. o. s. (in crates)	1			3							1 to 3			
Vegetables and garden roots:														
Asparagus and lettuce, green		4	20,000 R27		4	20,000								Elim.
Beans, n. o. s., green		4	20,000 R27		4	20,000								Elim.

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36 (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added.	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Vegetables and garden roots—Con.														
Beets—														
Sugar		4	24,000 R27		5	24,000								Elim.
N. O. S.—														
Green		4	20,000 R27		4	20,000								Elim.
Winter		5	24,000 R27		5	24,000								Elim.
Cabbage—														
In bags, boxes or barrels	3	5	24,000 R27	R26	5	24,000					3 to R26			Elim.
Carrots—														
Green		4	20,000 R27		4	20,000								Elim.
Winter		5	24,000 R27		5	24,000								Elim.
Cauliflower, green		4	20,000 R27		4	20,000								Elim.
Chicory, green		4	20,000 R27		4	20,000								Elim.
Corn, green		4	20,000 R27		4	20,000								Elim.
Garlic—														
Green		4	24,000 R27		4	20,000							4,000	Elim.
Dried		4	24,000 R27		4	24,000								Elim.
Melons and cantaloupes		4	24,000 R27		4	24,000								Elim.
Onions—														
Green, with tops		4	20,000 R27		4	20,000								Elim.
Dry, without tops		5	24,000 R27		5	24,000								Elim.
Onion sets		5	24,000 R27		5	24,000								Elim.
Parsnips and squash, winter		5	24,000 R27		5	24,000								Elim.
Peas—														
Green		4	20,000 R27		4	20,000								Elim.
Dried, coarse		6	36,000	4	5	36,000		6 to 5			Added			
Peppers, green		4	20,000 R27		4	20,000								Elim.
Pumpkins		5	24,000 R27		5	24,000								Elim.
Tomatoes, fresh		4	20,000 R27		4	20,000								Elim.
Turnips—														
Green, with tops		4	20,000 R27		4	20,000								Elim.
Without tops		5	24,000 R27		5	24,000								Elim.
Vegetables (all kinds) in glass, packed in boxes or barrels		3	30,000		5	36,000			6,000			3 to 5		
Vegetables, n. o. s.		4	20,000 R27		4	20,000								Elim.

Cement, metallic, n. o. s.:													
In cans, crated or boxed	3	5	30,000	3				Elim.					
In kegs, barrels or iron drums	3	5	30,000	3				Elim.					
Vehicles, self-propelling:													
Automobile chassis, k. d.		110%	10,000 R27		R25	15,000 R27			5,000 R27			110% to R25	
Automobile chassis, n. o. s.:													
Not boxed or crated, min. wt. 2,000 lbs. each	2½ t 1	110%	10,000 R27		2	12,000 R27			2,000 R27		As stated	110% to 2	
Not boxed or crated, min. wt. 3,000 pounds each		110%	10,000 R27	1½ t 1	2	12,000 R27			2,000 R27			110% to 2	
Crated	D1	110%	10,000 R27	1½	2	12,000 R27			2,000 R27		D1 to 1½	110% to 2	
Freight delivery wagons or trucks:													
Not boxed or crated, min. wt. 2,000 pounds each	2½ t 1	110%	10,000 R27		2	12,000 R27			2,000 R27		As stated	110% to 2	
Not boxed or crated, min. wt. 3,000 pounds each		110%	10,000 R27	1½ t 1	2	12,000 R27			2,000 R27			110% to 2	
Crated	D1	110%	10,000 R27	1½	2	12,000 R27			2,000 R27		D1 to 1½	110% to 2	
Trucks, warehouse or platform:													
S. U., min. wt. 2,000 lbs.	2½ t 1			1½							2½ to 1½		
Carloads		110%	10,000 R27		R25	15,000 R27			5,000 R27			110% to R25	
Wagons, lunch, s. u., min. wt. 2,000 lbs. each	2½ t 1										As stated.		
Wagons, lunch, s. u., min. wt. 6,000 lbs. each				1½									
Wagons, lunch, carloads		110%	10,000 R27					Elim.					
Vehicles, not self-propelling:													
Freight or delivery vehicles (spring), n. o. s., k. d. (with or without tops or stakes), crated or boxed, shafts or poles wrapped, wheels inside or outside if bundled or crated flat, packages exceeding 54 inches in height but not exceeding 64 inches in height	3 t 1			2½ t 1							3 t 1 to 2½ t 1		
Vehicles, n. o. s., k. d. (taken apart), not crated or boxed, min. wt. 4,000 lbs. each	1										As stated.		
Same, min. wt. 3,000 lbs. each				1									
Cars, fish		4	20,000 R27		4	16,000 R27							4,000 R27
Carts, concrete, spreading	1			1	5	24,000 R27						Added.	
Carts, mining, dump and hand, k. d.		R25	10,000 R27		5	20,000 R27			10,000 R27			R25 to 5	
Toboggans, nested	D1	R25	10,000 R27	D1				Elim.					
Toboggans, not nested	4 t 1	R25	10,000 R27	4 t 1				Elim.					
Trucks, logging, two-wheel, k. d., min. wt. 4,000 each	1										As stated.		
Same, actual wt.				1									

McCain Exhibit No. 2—Continued.

Statement showing items in official classification No. 36. (in effect July 1, 1910), with increased or decreased ratings or C. L. minimums as shown in official classification No. 40—Continued.

Article.	O. C. No. 36.			O. C. No. 40.			Increases.				Reductions.			
	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rating.		C. L. minimum.	Rule 27 added	Rating.		C. L. minimum.	Rule 27 eliminated.
	L. C. L.	C. L.		L. C. L.	C. L.		L. C. L.	C. L.			L. C. L.	C. L.		
Vehicle parts and vehicle stock or stuff:														
General heading		R5C not to apply			R5C applies except on items sub to Rule 27.						As stated.			
Automobile engine hoods or covers, not painted or finished, nested	1½	2	10,000 R27	2	5	30,000			20,000		1½ to 2	2 to 5		Elim.
Automobile wind shields—														
Crated	D1			D1	3	20,000 R27						Added.		
Boxed	1			1	3	20,000 R27						Added.		
Bodies for non self-propelling vehicles—														
Carriage or hack, in the white, with gear and springs attached, crated or boxed, package not exceeding 30 inches in height	D1			1½							D1 to 1½			
Hearse—						4								
Crated or boxed—														
Min. wt. 5,000 lbs each.	1										As stated.			
Min. wt. 4,000 lbs. each.				1										
Not crated or boxed—														
Min. wt. 6,000 lbs. each.	1										As stated.			
Min. wt. 5,000 lbs. each.				1										
Gears, cutter	D1			D1	R25	11,000 R27						Added.		
Seats, wagon, wood	2			2	R26	20,000 R27						Added.		
Shafts and thills, carriage or wagon—														
Finished, n. o. s.	D1			1½							D1 to 1½			
In the white, s. u.	1½			1¼							1½ to 1¼			
Springs, carriage or wagon—														
Elliptic		5	20,000		5	26,000			6,000					

Coiled, made of not less than $\frac{1}{16}$-inch steel		5	30,000		5	36,000			6,000					
Supports, vehicle tongue	3			3	5	36,000						Added.		
Ventilators, window (not wire or screen)	1	3	24,000 R27	1				Elim.						
Verdigris, in bbls. or casks	4	5	36,000	3			4 to 3	Elim.						
Vessels, n. o. s., copper, nickel-plated	1			1	2	12,000 R27						Added.		
Vessels, n. o. s., copper or brass, n. o. s. (not cauldrons or kettles), in boxes, bbls., or casks:														
Not nested	1			1	2	12,000 R27						Added.		
Nested	2			2	2	12,000 R27						Added.		
Washers, chemical fiber, hard fiber, or vulcanized fiber	2	4	36,000	2				Elim.						
Washers, leather	2	4	30,000	2				Elim.						
Waste, fiber board (or fiber board scrap)		6	30,000		6	24,000 R27				Added.			6,000 R27	
Waste, jute:														
In bags, sacks, or crates	2			2	6	20,000 R27						Added.		
In compressed bales	5			5	6	20,000 R27						Added.		
Waste, rope mill:														
In bags, sacks, or crates	2			2	6	20,000 R27						Added.		
In compressed bales	5			1	6	20,000 R27						Added.		
Waste, vegetable silk, n. o. s., in uncompressed bales or in bags	D1			1							D1 to 1			
Wax, ceresine	2	4	30,000	2				Elim.						
Wax, shoe or harness makers'	3	5	30,000	3				Elim.						
Wax, vegetable, n. o. s.	3	5	30,000	3				Elim.						
Wheels, Ferris, k. d.		3	16,000 R27		2	12,000 R27		3 to 2					4,000 R27	
Whiting:														
In cans or cartons	4			3			4 to 3							
Wick (ball wicking or ball wick packing), in bales, barrels, or boxes	1			2							1 to 2			
Windlasses	R25			2			R25 to 2							
Wood, cord, slab, and pulp		6			6	R. 5C not to apply.		As stated.						
Wrappers, bottle, excelsior or straw		4	16,000 R27		4	15,000 R27							1,000 R27	
Wrappers, bottle, strawboard or paper, indented or plain		5	24,000 R27		5	30,000			6,000					Elim.
Yarn, coir or cocoa, in bags	D1			1							D1 t 1			
Yarn, jute, in bales or cases	3			3	4	30,000						Added.		
Yeast, in cakes, compressed (other than dry)	3	4	30,000	3				Elim.						
Zinc, chloride of, liquid:														
In barrels		5	36,000		5	30,000							6,000	
In carboys	1	5	24,000 R27	1				Elim.						
In iron drums		5	36,000		5	30,000							6,000	
Zinc, sulphate of, in boxes or kegs	2			4	5	36,000					2 to 4	Added.		

Statement showing changes in items that appear in official classification No. 36, effective July 1, 1910, when compared with the same items appearing in official classification No. 40, effective July 1, 1913.

[Page 20.]

The statement which follows is prepared from a careful analysis of official classification No. 36 with a view to ascertaining for the same items to what extent the changes in class assignments in official classification No. 40 have resulted in increases or decreases in charges.

This comparison shows, so far as the number of such changes is concerned, that there have been both increases and decreases and that the preponderant number of changes, both with respect to l. c. l. and c. l. shipments, have been from higher to lower classes.

Owing to the absence of tonnage data representing shipments of articles covered by these changes, the revenue result of such changes can only be estimated in the manner shown by Table B. By this table it is shown that the percentage of revenue reduction is about equal for both l. c. l. and c. l. shipments. It should, however, be noted that the preponderance of the number of decreases is shown for c. l. shipments, which represent commodities that contribute most largely to the total traffic. The estimated reduction of 9 per cent on such traffic represents a large revenue advantage to shippers.

Under the method employed, although only an estimate, it is considered that the revenue results stated fairly indicate the effect of the changed class assignments of articles that appear in official classification No. 36 when compared with the ratings for the same articles as provided by official classification No. 40.

It should be further explained that official classification No. 36 was employed as the basis of comparison for the same articles appearing in official classification No. 40, and that this comparison takes no account of the additional or amplified forms of description appearing in official classification No. 40 for articles which are in official classification No. 36. Such amplification or enlargement may have resulted in increases or decreases in ratings for such new descriptions, as compared with the forms in which the articles formerly found their rating in classification No. 36, but the result of such enlargement can not be estimated, and it has been necessary to confine the comparison to items appearing under substantially the same descriptions in both classifications.

TABLE A.—*Showing increases and decreases in the number of ratings of items appearing in classification No. 36 when compared with the same items appearing in classification No. 40, covering both l. c. l. and c. l. shipments.*

	L. C. L.	C. L.	Total
Reclassifications:			
Number	309	102	411
Increases	139	40	179
Decreases	170	62	232
Increases .... per cent	45.0	39.2	43.5
Decreases .... do	55.0	60.8	56.5

TABLE B.—*Showing estimate of the revenue result of changes in Table A.*

[The revenue being computed on the basis of rates, New York to Chicago, and assuming 100 pounds as representing each change in classification rating. For example, there were 25 articles rated first class at 75 cents per 100 pounds in classification No. 36 which were changed to second class, 65 cents per 100 pounds, in classification No. 40. These 25 changes are equivalent to 2,500 pounds, and the decrease is $2.50.]

	L. C. L.	C. L.	Total
Revenue for 100 pounds, New York to Chicago:			
Official classification No. 36, July 1, 1910	$240.84	$43.40	$284.24
Official classification No. 40, July 1, 1913	217.88	39.25	257.13
Decrease	22.96	4.15	27.11
Decrease .... per cent	9.53	9.56	9.54

McCAIN EXHIBIT No. 3.

[Pages 1–21.]

SECTION I.—*Statement showing various commodities the rates or minimum weights on which have been changed since January 1, 1910; rate basis, New York to Chicago (except as noted).*

[Rates in cents per 100 pounds except as otherwise specified.]

Commodities.	Rate Jan. 1, 1910.	Present rate.	Remarks.
Ammonia, sulphate of, c. l., min. wt., 40,000 lbs. (from Grasselli, N. J., etc., Phila., Pa., and Balto., Md.).	22	25	Restored to official classification basis.
Asphaltum, c. l.:			
Solid, in iron drums—			
Min. wt., 36,000 lbs	25		This rate established under official classification effective Jan. 1, 1911. No rating prior to that date.
Min. wt., 40,000 lbs		22	Do.
N. O. S. (other than solid), in cakes, bags, bbls. or in iron drums—			
Min. wt., 36,000 lbs	[1] 30		Reductions from official classification basis.
Min. wt., 40,000 lbs		22	Do.
In tank cars, min. wt., capacity of tank	[1] 30	22	Do.
Bags, burlap, gunny and jute, c. l., min. wt., 30,000 lbs.	35	25	Do.
Bags, cotton, new, c. l., min. wt., 30,000 lbs	50	45	Do.
Board, binders' (n. o. s.), c. l., min. wt., 36,000 lbs.[2]	25	30	Restored to official classification basis.
Brass, in pigs or ingots, also brass residue, in casks or bbls. (valuation not to exceed $100 per ton, to be limited by written agreement), in carloads:			
Min. wt., 36,000 lbs	20		Advance in minimum carload weight only.
Min. wt., 40,000 lbs		20	Do.
Brick, etc.:			
Brick (except enameled brick), viz—			
Building, common, fire, pressed, paving, chimney, and vitrified, c. l.—			
Min. wt., 40,000 lbs	25		
Min. wt., 50,000 lbs		23	
Hollow, c. l.—			
Min. wt., 36,000 lbs	25		
Min. wt., 50,000 lbs		23	
Salt glazed (when shipped the same as pressed brick, individual brick not being packed)—			
Min. wt., 30,000 lbs	25		
Min. wt., 50,000 lbs		23	
Fire proofing (made of clay, plaster, gypsum rock, or cement), c. l.—			
Min. wt., 36,000 lbs	25		
Min. wt., 50,000 lbs		23	
Conduits, brick and clay, c. l.—			
Min. wt., 36,000 lbs	25		
Min. wt., 50,000 lbs		23	
Blocks, asphalt paving, c. l.—			
Min. wt., 40,000 lbs	25		
Min. wt., 50,000 lbs		23	
Building tile and tile slabs, c. l.—			
Min. wt., 36,000 lbs	25		
Min. wt., 50,000 lbs		23	
Clay fence-post bases or collars, c. l.—			
Min. wt., 30,000 lbs	23		Rate shown was established July 1, 1911. No rating prior to that date.
Min. wt., 50,000 lbs		23	Do.
Cement (common hydraulic, natural, or Portland), c. l.—			
Min. wt., 50,000 lbs	20		
Min. wt., 50,000 lbs., except when the actual capacity of the car is less, actual capacity of the car will govern, but in no case will the minimum weight be less than 40,000 lbs.		20	Reduction in minimum weight only.

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[1] Petroleum asphaltum 27½ cents in 1910.

[2] Boards, lined or unlined (but not coated), which have not passed through a further process after the original manufacture of the article described, are subject to sixth-class rating, i. e., 25 cents New York to Chicago. This has remained unchanged, 1910 to date.

McCain Exhibit No. 3—Continued.

Section I.—*Statement showing various commodities the rates or minimum weights on which have been changed since Jan. 1, 1910; rate basis, New York to Chicago (except as noted)*—Continued.

[Rates in cents per 100 pounds except as otherwise specified.]

Commodities.	Rate Jan. 1, 1910.	Present rate.	Remarks.
Copper bars, cakes, ingots, pigs, scale, and slabs, c. l. (valuation not to exceed $100 per ton, to be limited by written agreement):			
Min. wt. 36,000 lbs.	20		Change in minimum weight only.
Min. wt. 40,000 lbs.		20	Do.
Dry batteries, in straight c. l., min. wt. 30,000 lbs.	35	30	Restored to official classification basis.
Fertilizer material:			
The following waste or refuse articles in straight or mixed carloads—			
Cartridge waste	(1)		The rates shown as in effect on Jan. 1, 1910, are for shipments of the articles named in straight carloads; mixed carloads were subject to the carload rate and min. wt. for the article in the highest class included in such shipment.
Chamois skin scraps, min. wt. 30,000 lbs	30		
Feathers, min. wt. 12,000 lbs.[2]	65		
Felt clippings, min. wt. 24,000 lbs.[2]	30		
Felt waste, min. wt. 24,000 lbs.[2]	30		
Fur, min. wt. 24,000 lbs.[2]	30		
Fur pieces, min. wt. 24,000 lbs.[2]	30		
Hair, min. wt. 20,000 lbs.[2]	30		
Hoofs, min. wt. 30,000 lbs.	30		
Horns, min. wt. 30,000 lbs.	30		Do.
Leather, min. wt. 24,000 lbs.	25		Do.
Wool, min. wt. 10,000 lbs.[2]	65		Do.
Min. wt. 30,000 lbs.		25	
Mixed carloads of two or more of the following fertilizer materials, or mixed carloads of any of such materials forwarded with fertilizer—			
Ammonia, sulphate of, min. wt. 40,000 lbs.	22		The rates shown as in effect on Jan. 1, 1910, are for shipments of the articles named in straight carloads; mixed carloads were subject to the carload rate and minimum weight for the article in the highest class included in such shipment.
Ashes, wood, min. wt. 40,000 lbs.	25		
Blood, dried, min. wt. 30,000 lbs.	25		
Bone, ground, min. wt. 30,000 lbs.	25		
Cyanamid, min wt. 40,000 lbs.	25		
Fish tankage or scraps, min. wt. 30,000 lbs.	25		
Hartsalz, min. wt. 40,000 lbs.	25		
Kainit, min. wt. 40,000 lbs.	22		Do.
Meal, mowrah, min. wt. 40,000 lbs.	25		Do.
Phosphate, acid, min. wt. 30,000 lbs.	35		Do.
Phosphate, bulk, min. wt. 30,000 lbs.	25		Do.
Plaster, land, min. wt. 40,000 lbs.	25		Do.
Pomace, castor, min. wt. 36,000 lbs.	25		Do.
Potash, carbonate of, min. wt. 36,000 lbs.	30		Do.
Potash, muriate of, min. wt. 40,000 lbs.	22		Do.
Potash, sulphate of, min. wt. 40,000 lbs.	22		Do.
Salts, agricultural	(1)		Do.
Salts, manure, min. wt. 40,000 lbs.	25		Do.
Soda, nitrate of (the portion of nitrate of soda not to exceed 20 per cent of the total shipment), min. wt. 36,000 lbs.	30		Do.
Tankage, min. wt. 30,000 lbs.	25		Do.
Waste, mustard seed	(1)		Do.
Min. wt. 30,000 lbs.		25	Reduction from official classification basis.
Glue stock, in straight carloads:			
Min. wt. 30,000 lbs.	30		Do.
Min. wt. 36,000 lbs.		25	Do.
Glue stock, in mixed carloads with fleshings, tanners or slaughterhouse offal, and wet hide trimmings, min. wt. 36,000 lbs.	30	25	Do.
Glass bottles (not to apply on glass demijohns or fruit jars), c. l.:			
1 gallon and less in capacity, min. wt. 28,000 lbs.	28	30	Restored to official classification basis.
Over 1 to 5 gallons in capacity, min. wt. 20,000 lbs.[2]	28	35	
Over 5 but less than 10 gallons in capacity, min. wt. 12,000 lbs.[2]	28	55	Do.
Glucose, c. l., in bbls., min. wt. 36,000 lbs., and in tank cars, min. wt. capacity of tank.	25	30	Do.
Grape sugar, in barrels or bags, min wt. 33,000 lbs.	25	26	Present rate applicable on sugar, n. o. s.

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(1) No rating.

[2] Rule 27 to apply.

McCain Exhibit No. 3—Continued.

Section I.—*Statement showing various commodities the rates or minimum weights on which have been changed since Jan. 1, 1910; rate basis, New York to Chicago (except as noted)*—Continued.

[Rates in cents per 100 pounds except as otherwise specified.]

Commodities.	Rate Jan. 1, 1910.	Present rate.	Remarks.
Corn sirup, unmixed, c. l., in barrels, min. wt. 36,000 lbs., and in tank cars, min. wt. capacity of tank.	25	30	Restored to official classification basis.
Hartsalz, sylvanit, manure salts and double manure salts, c. l., min. wt. 40,000 lbs.	25	22	
Iron and steel, etc., c. l.:			
Ferro-silicon, when shipped in packages the product of electrolytic furnaces, min. wt. 25 gross tons.[2]	[1] $5.00	[1] $6.00	
Furnace salamander, ladle skulls, steel spillings and steel drippings, min. wt. 25 gross tons.[2]	[1] $5.00	[1] $4.75	
Manganese ore, min. wt. 25 gross tons[2]	[1] $5.00	[1] $4.25	
Pig molds, min. wt. 25 net tons.[2]	[3] $5.00	[3] $4.75	
Pyrites, iron (from Edgewater, N. J.)—			
Min. wt. 25 gross tons [2]	[1] $3.60	....	
Min. wt. 25 gross tons	....	[1] $3.80	
Lemons, prepaid (at estimated weights as per official classification), c. l.:			
Min. wt. 20,000 lbs.	40	....	Change in min. wt. only.
Min. wt. 24,000 lbs.	....	40	Do.
Lumber, viz: Almon, apitong, balacbacan, lauan-bagtican, lauan-dunlog and mangahapuy, c. l., min. wt. 34,000 lbs.	30	25	Reduction from official classification basis.
Malt, c. l., min. wt. 40,000 lbs.	25	21½	Do.
Marble chips and marble waste (not tile), c. l., min. wt. 40, 000 lbs.	25	17	Do.
Niter cake, c. l., min. wt. 40,000 lbs.	25	22	Do.
Oil, fish or whale, not edible or medicinal, c. l., min. wt.i n bbls., 30,000 lbs., and in tank cars, capacity of tank.	30	25	Do.
Ore, chrome, c. l.:			
Min. wt. 25 net tons [2]	25	....	Reduction from official classification basis.
Min. wt. 25 gross tons [2]	....	[1] $4.2	Do.
Paper, etc.:			
Paper, blank wall, unfinished, in rolls weighing 70 lbs. or over per single roll, c. l.—			
Min. wt. 30,000 lbs.	25	....	Change in minimum weight only.
Min. wt. 36,000 lbs.	....	25	Do.
Strawboard, wood-pulp board, paper-box board and paper-tag board, n. o. s., c. l., min. wt. 36,000 lbs.	25	30	Restored to official classification basis.
Pitch and roofing pitch (other than solid), in cakes, bags, or bbls., c. l.:			
Min. wt. 36,000 lbs.	[4] 30	....	Reduction from official classification basis.
Min. wt. 40,000 lbs.	....	22	
Pitch and roofing pitch, in tank cars, c. l., min. wt. capacity of tank.	[4] 30	22	Do.
Plaster (calcined and stucco) and plaster of Paris, c. l., min. wt. 40,000 lbs.	25	22½	Do.
Plaster board, c. l.:			
Min. wt. 36,000 lbs.	25	....	Do.
Min. wt. 40,000 lbs.	....	22½	Do.
Pulp, wood (wet), c. l. (from seaboard cities), min. wt. 36,000 lbs.	25	22	Do.
Reels, cable (empty), and detachable lags, in mixed carloads:			
Min. wt. 24,000 lbs.[5]	30	....	Rate Jan. 1, 1910, applied only on reels in straight carloads. No rate on lags.
Min. wt. 20,000 lbs.	....	30	
Rock, phosphate, crude, lump or ground, acidulated or dissolved, in bags or bbls., c. l., min. wt. 40,000 lbs.	22	25	Restored to official classification basis.
Rosin size, in tank cars, c. l., min. wt., capacity of tank.	30	25	This rate not effective until Jan. 1, 1911; no rating prior to that date.

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[1] Gross tons.

[2] When the marked capacity of the car is less than 25 gross tons, or net tons (as the case may be), the marked capacity of the car shall be the minimum weight, but in no case shall the minimum weight be less than 15 tons, gross or net as the case may be.

[3] Net tons.

[4] Petroleum asphaltum 27½ cents in 1910.

[5] Rule 27 to apply.

McCain Exhibit No. 3—Continued.

Section I.—*Statement showing various commodities the rates or minimum weights on which have been changed since Jan. 1, 1910; rate basis, New York to Chicago (except as noted)*—Continued.

[Rates in cents per 100 pounds except as otherwise specified.]

Commodities.	Rate Jan. 1, 1910.	Present rate.	Remarks.
Sewing-machine heads, boxed, c. l.:			
Min. wt. 12,000 lbs.[1]	50		Reduction from official classification basis.
Min. wt. 30,000 lbs.		35	
Slag, ground or pulverized, in bags, c. l., min. wt. 40,000 lbs.	25	20	Do.
Soda, etc.:			
Soda, sulphite of, c. l., min. wt. 36,000 lbs.	30	22	Do.
Sodic aluminic sulphate, c. l., min. wt. 40,000 lbs.	25	22	This rate not effective until July 1, 1911; no rating prior to that date.
Sodium, triphosphate of, c. l.—			
Min. wt. 36,000 lbs.	22		Change in minimum weight only.
Min. wt. 30,000 lbs.		22	
Crystals, monohydrate or snow flake, washing soda and washing powder, c. l., min. wt. 36,000 lbs.	22	30	Restored to official classification basis.
Stone, building and granite, carried under official classification at 6th class rates, c. l. (not applicable from seaboard cities), min. wt. 30,000 lbs.	25	21	Reduction from official classification basis.
Stone and granite, polished and planed (not to apply on monuments or parts thereof), c. l. (not applicable from seaboard cities), min. wt. 30,000 lbs.	30	21	Do.
Sulphur and brimstone, crude, in mats, c. l., min. wt. 40,000 lbs.	16	25	Restored to official classification basis.
Talc, c. l., min. wt. 40,000 lbs.	25	20	Reduction from official classification basis.
Tin, pig (released to valuation of $100 per net ton, to be shown on bills of lading and shipper's invoice), c. l.:			
Min. wt. 36,000 lbs.	30		Do.
Min. wt. 30,000 lbs.		24	Do.
Wet hide trimmings, c. l.:			
Min. wt. 30,000 lbs.	25		Change in minimum weight only.
Min. wt. 36,000 lbs.		25	
Zinc oxide, dry, in bbls., boxes, or sacks, c. l., min. wt. 36,000 lbs.	30	20	Reduction from official classification basis.

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[1] Rule 27 to apply.

SECTION II.—*Statement showing various commodities, the westbound rates or minimum weights on which have been changed since Jan. 1, 1910, from and to specific points named.*

[Rates in cents per 100 pounds except as otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Acid, oxalic, c. l.; acid, sulphuric, in iron drums, c. l	Bradford, Pa	Chicago, Ill. (corresponding rates to sundry other western destinations).	21	[1] 18
Acid, sulphuric, in tank cars, c. l	Bradford, Pa	Chicago, Ill. (corresponding rates to sundry other western destinations).	21	[1] 16
Asphalt paving blocks, c. l	Maurer, N. J	Jamestown, N. Y	15	[2] $2.40
Barley, c. l	New York (usual differences from Phila. & Balto.).	Chicago, Ill., Milwaukee and Manitowoc, Wis	25	[1] 20½
		Detroit, Mich., and Toledo, Ohio	20	[1] 16
Boards, lined or unlined, but not coated, in carloads, viz: Binders board, box board, chip board, straw board, tag board, wood-pulp board.	Newark and Waverly, N. J	Western points, on basis to Chicago	25	22
Box board, lined or unlined, but not coated, c. l	Whippany, N. J., and Castleton, N. Y.	Western points, on basis to Chicago	25	22
Brick and articles taking same rates, c. l., min. wts.: Jan. 1, 1910, as per O. C. viz: 30,000, 36,000, or 40,000 lbs.	Bradford-Johnsonburg district	Western points, on basis to Chicago	18	[2] $2.15
Present, 50,000 lbs		Western points, on basis to Chicago	[2] $2.50	
Charcoal, c. l	Rochester, N. Y	Chicago, Ill. (corresponding rates to other specific western destinations).	18	[1] 16
			18	[1] 16
Coarse salt, in bulk, c. l., min. wt. 40,000 lbs	Syracuse and Ludlowville, N. Y	Detroit, Mich	11	[2] $1.56
Crude calcine carbonate of potash, cl. min. wt. 40,000 lbs.	Bradford, Pa	Chicago, Ill	21	[1] 15
Crushed stone and crushed-stone screenings, c. l	Akron, N. Y	Amherst, Elyria, and Lorain, Ohio	[2] $1.92	[2] $1.50
Crushed stone, c. l., min. wts.: Jan. 1, 1910, 40,000 lbs.; present, 50,000 lbs.	Akron, Clarence, Le Roy, and North Le Roy, N. Y.	Detroit, Mich	[2] 1.97	[2] 1.50
Crushed stone and crushed-stone screenings, c. l., min. wts.: Jan. 1, 1910, 40,000 lbs.; present, 50,000 lbs.	Akron, N. Y	Points on N. Y. C. & St. L. R. R.:		
		Bay View to Angola	[2] 1.51	[2] .60
	Clarence, N. Y	Farnham to Silver Creek	[2] 1.51	[2] .60
	Le Roy, N. Y	Dunkirk	[2] 1.51	[2] .65
	North Le Roy, N. Y	Brocton to Westfield	[2] 1.51	[2] .70
		Ripley to Erie	[2] 1.51	[2] .75
Crushed stone and crushed-stone screenings, c. l., min. wts.: Jan. 1, 1910, 40,000 lbs.: present, 50,000 lbs.	Akron, Clarence, Le Roy, and North Le Roy, N. Y.	Points on L. S. & M. S. Ry.:		
		Athol Springs to Angola	[2] 1.51	[2] .60
		Farnham to Silver Creek	[2] 1.51	[2] .60
		Dunkirk	[2] 1.51	[2] .65
		Brockton to Westfield	[2] 1.51	[2] .70
		Ripley to Erie	[2] 1.51	[2] .75
		Points on D. A. V. & P. R. R.:		
		Fredonia to Falconer	[2] 1.51	[2] .80
		Frewsburg to Warren	[2] 1.51	[2] .90
		Irvineton to Titusville	[2] 1.51	[2] 1.00

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[1] Reduction from official classification basis.

[2] Restored to official classification basis.

SECTION II.—*Statement showing various commodities, the westbound rates or minimum weights on which have been changed since Jan. 1, 1910, from and to specific points named*—Continued.

[Rates in cents per 100 pounds except as otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Fire and Ganister stone, c. l., min. wts.: Jan. 1, 1910, 40,000 lbs.; present, 75,000 lbs.	Bellefonte, Pa.	Sharon, Sharpsville, West Middlesex, and Wheatland, Pa., and Youngstown, Ohio	14	[1] 1.25
		Cleveland, Ohio	15	[1] 1.50
Fire stone (mica schist), c. l.	Laverock, Pa.	Western points, on basis to Chicago	23	[1] 20
Granite, marble, marble chips, marble dust, and crushed marble, c. l. and l. c. l.	Cardiff, Md.	Western points, on basis to Chicago	R26–48	[1] 36
			4–42	[1] 24
			5–35	[1] 21
			6–29	[1] 17
Horse covers, gunny cloth, lined or unlined, in compressed bales, l. c. l.	Philadelphia, Pa.	Points west of Trunk Line western termini	1st class.	[1] Rule 25.
Iron bedsteads, k. d., unfinished, in the rough, c. l., min. wts.: Jan. 1, 1910, 30,000 lbs.; present, 16,000 lbs., subject to rule 27.	Utica, N. Y.	East St. Louis, Ill., and St. Louis, Mo.	29	[2] 39
Iron ore, c. l.	Garrisons, N. Y.	Pittsburgh, Pa.	15	[3] $2.16
		Youngstown, Ohio	17	[1] [3] $2.41
Iron ore, c. l.	Clinton, N. Y.	Cleveland, Ohio	13	[1] [3] $2.04
		Detroit, Mich.	15	[1] [3] $2.25
		Chicago, Ill.	20	[1] [3] $2.88
		E. St. Louis, Ill.	24	[1] [3] $3.37
Lead dross and tin dross, c. l.	New York (usual differences from other eastern points).	St. Louis, Mo., East St. Louis, and Granite City, Ill.	[1] [3] $5.85	[1] [4] $5.85
Lime, c. l.	Philadelphia rate points	Western points, on basis to Chicago	23	[1] [4] $3.10
Magnesite, c. l.	New York (with usual differences from other seaboard cities).	67 per cent points	16	14
		70 per cent points	16	15
		71 per cent points	16	15
Marble and granite	Easton, Pa.	Western points, on basis New York to Chicago	R26–36	[2] 40
			4–24	[2] 35
			5–21	21
			6–17	21
Old broken crucibles (clay), broken glass house pots, pot shells, and broken tank blocks (clay), c. l., min. wt. 40,000 lbs.	Binghamton and Ithaca, N. Y.	Pittsburgh, Allegheny, Washington, and Beaver Falls, Pa., and Steubenville, Ohio.	10½	[2] 12
	Elmira, N. Y.	Pittsburgh, Allegheny, Washington, and Beaver Falls, Pa., and Steubenville, Ohio.	12	[1] 10½
	Eldred, Bradford, Hazlehurst, Smethport, Port Allegany, Kane, and Mt. Jewett, Pa., and Olean, N. Y.	Pittsburgh, Allegheny, Washington, and Beaver Falls, Pa., and Steubenville, Ohio.	[1] [4] $1.75	7½

Old tank blocks, returned, c. l.	Shinglehouse, Pa.	Steubenville, Ohio	[1][4] $2.05	[4] $1.60
	Hazelhurst, Smethport, Kane, Kaulmont, Wilcox, St. Mary's, and Sheffield, Pa.	Steubenville, Ohio	[1][4] $1.65	[4] $1.50
Petroleum coke, c. l.	Jersey City, N. J.	Cleveland, Ohio	18	[1] 14½
		Ravenna, Ohio	18	[1] 14½
		Fostoria, Ohio	20	[1] 16
		Fremont, Ohio	20	[1] 16
		Lancaster, Ohio	20	[1] 16
		Noblesville, Ind.	23	[1] 18
Petroleum coke, c. l.	Bayonne, Bayway, and Constable Hook, N. J.	Ravenna, Ohio	18	[1] 14½
	Philadelphia rate points	Ravenna, Ohio	16	[1] 12½
	Baltimore rate points	Ravenna, Ohio	15	[1] 11½
Precipitated limestone, c. l., min. wt. 50,000 lbs.	Syracuse and Solvay, N. Y.	Points in New York State taking 60 per cent on the following roads: L. S. & M. S. Ry.; N. Y. C. & St. L. R. R.; D. A. V. & P. R. R.; Penna. R. R. (B. & C. Div.); J. C. & L. E. Ry.; and Erie R. R. (B.-J. Div.).	12	[1][2] $1.75
Rags and waste paper, pressed in bales, and old newspapers, magazines, directories, and pamphlets, tied flat in bundles, in straight or mixed lots of 20,000 lbs. or more.	New York (usual differences from other eastern points).	Cuyahoga Falls, Ohio	18	[1] 16
Scrap porcelain insulators, c. l.	Victor, N. Y.	Fair Oaks, Ohio	16	[1][4] $2.40
	Lima, N. Y.	Fair Oaks, Ohio	16	[1][4] $2.40
		Zanesville, Ohio	15	[1][4] $2.40
	Victor and Lima, N. Y.	Pittsburgh, McKeesport, Wilson, and Brackenridge, Pa.	14	[1][4] $1.94
Spent iron mass (spent oxide), c. l.	Syracuse, N. Y.	Hegewische (Burnham), Ill.	18	[1] 14
Sulphur and brimstone, crude, in mats, c. l.	New York (with usual differences from other seaboard cities).	67 per cent points	16	[2] 17
		70 per cent points	16	[2] 18
		71 per cent points	16	[2] 18
Sulphur and brimstone, crude, in bulk, c. l.	New York (with usual differences from other seaboard cities).	67 per cent points	16	14
		70 per cent points	16	15
		71 per cent points	16	15
Tin cans, c. l.	Syracuse rate points	60 per cent points in New York State	16	[1] 15
Vehicle parts, in bundles, crates, or boxes, c. l., viz: Body hangers, body loops, bow sockets, shifting rails, top joints, top parts (iron or steel).	Cortland and Binghamton, N. Y., and Northumberland and Mechanicsburg, Pa.	Western points	4th class.	[1][5] 5th class.
Wood pulp board and box board, lined or unlined, but not coated, c. l.	Bogota, N. J.	Western points, on basis to Chicago	25	22
Wood pulp screenings, c. l., min. wt. 40,000 lbs.	Johnsonburg, Pa.	Muncie, Ind.	16	[1] 11½
		Marion, Ind.	17	[1] 12
Zinc ashes, zinc dross, and zinc skimmings, c. l.	Philadelphia, Pa.	Collinsville, Ill.	[3] $5.45	[4] $5.45

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[1] Reduction from official classification basis.
[2] Restored to official classification basis.
[3] Gross tons.
[4] Net tons.
[5] 71 per cent rates minimum.

SECTION III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named.*

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Acids, c. l.	Buffalo, N. Y.	Albany, N. Y.	14	10½
		Amsterdam, N. Y.	14	10½
		Utica, N. Y.	13	10½
		Rome, N. Y.	12½	10
Acid, sulphuric, c. l.	Buffalo, N. Y.	Amsterdam, N. Y.	10½	[1] 14
Agricultural implements, c. l.	Batavia, N. Y.	New York, N. Y.	15	12
Agricultural implements and binding twine, in mixed carloads, min. wt. 25,000 lbs., regardless of length of car used.	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England	See note 1.	See below.
Agricultural implements and agricultural implement parts as enumerated in official classification, in mixed carloads, with one or more of the following articles, viz: Binding twine, lath yarn, fodder yarn; min. wt. 25,000 lbs., regardless of length of car used.	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England	See above.	See note 1.
Ale, n. o. s., and ginger ale, beer, including birch and root beer, porter, mineral water, spring water, soda water, sarsaparilla, in bottles in open carriers (c. l. minimum weight, Jan. 1, 1910, 26,000 lbs.; present, 28,000 lbs.).	Between Buffalo and Niagara frontier and points in M. S. F. A. territory.	And points in M. S. F. A. territory:		
		C. L.	5th class.	[2] 5th class.
		L. C. L.	3rd class.	3rd class.
Asphaltum, c. l.	New York, N. Y.	Rochester, N. Y.	13	10
Bags, burlap, gunny and jute, c. l.	New York, Philadelphia, and Baltimore.	Buffalo and Niagara frontier	19	18
Brick, c. l., min. wt. as per note 2	Rochester, N. Y.	Boston, Mass.	15	[3] $2.60
			Net ton.	*Net ton.*
Brick, etc.: Fire brick and fire clay and articles taking same rates, in carloads; min. wt. as per note 2.	Connellsville district	Boston, Mass.	$3.05	$2.85
		New York rate points	$2.65	$2.45
		Philadelphia rate points	$2.25	$2.05
		Baltimore rate points	$2.05	$1.85
		Norfolk, Va.	$2.70	$2.50
	Johnstown district	Boston, Mass.	$3.00	$2.80
		New York rate points	$2.60	$2.40
		Philadelphia rate points	$2.20	$2.00
		Baltimore rate points	$2.00	$1.80
		Norfolk, Va.	$2.70	$2.50
	Clearfield, Cumberland, and Lock Haven districts.	Boston, Mass.	$2.90	$2.70
		New York rate points	$2.50	$2.30
		Philadelphia rate points	$2.10	$1.90

Brick: Common, building, chimney and paving brick and articles taking same rates, in carloads; min. wt. as per note 2.		Baltimore rate points	$1.90	$1.70
	Johnsonburg district	Norfolk, Va.	[4] $2.70	[5] $2.50
		Boston, Mass.	$2.90	$2.70
		New York rate points	$2.50	$2.30
		Philadelphia rate points	$2.10	$1.90
		Baltimore rate points	$1.90	$1.70
	Connellsville district	Norfolk, Va.	$2.70	$2.50
		Boston, Mass	$3.00	$2.85
		New York rate points	$2.60	$2.45
		Philadelphia rate points	$2.20	$2.05
		Baltimore rate points	$2.00	$1.85
	Johnstown district	Norfolk, Va.	$2.60	$2.50
		Boston, Mass.	$2.90	$2.80
		New York rate points	$2.50	$2.40
		Philadelphia rate points	$2.10	$2.00
		Baltimore rate points	$1.90	$1.80
	Clearfield, Cumberland, and Lock Haven districts.	Norfolk, Va.	$2.60	$2.50
		Boston, Mass.	$2.80	$2.70
		New York rate points	$2.40	$2.30
		Philadelphia rate points	$2.00	$1.90
		Baltimore rate points	$1.80	$1.70
	Johnsonburg district	Norfolk, Va.	$2.50	[5] $2.50
		Boston, Mass.	$2.80	$2.70
		New York rate points	$2.40	$2.30
		Philadelphia rate points	$2.00	$1.90
		Baltimore rate points	$1.90	$1.70
		Norfolk, Va	$2.60	$2.50
Brick and articles taking same rates, in carloads; min. wt. as per note 2.	Pittsburgh	Buffalo	$1.65	$1.50
		New York	$2.70	$2.50
		Boston	$3.10	$2.90
		Albany	$2.70	$2.50
		Utica	$2.50	$2.30
		Syracuse	$2.20	$2.10
		Rochester	$1.90	$1.80
		Philadelphia	$2.30	$2.10
		Baltimore	$2.10	$1.90
		Binghamton	$2.20	$2.10
		Elmira	$2.20	$2.10
Brick and articles taking same rates, in carloads; min. wt. as per note 2.	Connellsville district	Bfo. & Nia. frontier	$1.75	$1.60
		Bfo. rate points:		
		On or W. of B. R. & P	$2.00	$1.60
		East of B. R. & P	$2.00	$1.90
		Albany	$2.65	$2.45
		Utica	$2.45	$2.25
		Syracuse	$2.20	$2.10
		Rochester	$2.00	$1.90
		Bingh. & Elmira	$2.20	$2.10

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[1] Restored to official classification basis.
[2] Change in minimum c. l. weight only.
[3] Net ton.
[4] Fire brick from Cumberland district, $2.60.
[5] From Cumberland district, $2.40.

Section III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named*—Continued.

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
			Net ton.	*Net ton.*
Brick and articles taking same rates, in carloads: min. wt. as per note 2.	Johnstown district	Bfo. & Nia. frontier	$1.80	$1.65
		On or W. of B. R. & P.	$2.05	$1.65
		East of B. R. & P.	$2.05	$1.95
		Albany	$2.60	$2.40
		Utica	$2.40	$2.20
		Syracuse	$2.20	$2.10
		Rochester	$2.05	$1.95
		Bingh. & Elmira	$2.20	$2.10
	Clearfield district	Bfo. & Nia. frontier	A $1.65	$1.50
			BC $1.50	....
		Bfo. rate points:		
		On or W. of B. R. & P.	A $1.90	$1.50
			BC $1.75	....
		East of B. R. & P	A $1.90	$1.75
			BC $1.75	....
		Rochester	A $1.90	$1.90
			BC $1.75	....
		Albany	A $2.50	$2.30
			BC $2.00	....
		Utica	A $2.30	$2.10
			BC $1.75	....
		Syracuse	A $2.10	$2.00
			BC $1.75	....
		Binghamton	A $2.10	$2.00
			BC $1.75	....
		Elmira	A $2.00	$1.90
			BC $1.50	....
	Cumberland district	Bfo. & Nia. frontier	$2.40	$1.75
		Bfo. rate points:		
		On or W. of B. R. & P.	$2.40	$1.75
		East of B. R. & P.	$2.40	$1.95
		Rochester	$2.40	$2.15
		Albany	$2.50	$2.30
		Utica	$2.50	$2.30
		Syracuse	$2.50	$2.20
		Binghamton	$2.40	$2.20
		Elmira	$2.40	$2.20

Johnsonburg district	Buffalo (proper)	A	$1.40	[1] $0.90
		B	$0.90	
		C	$0.90	
	Niagara frontier	A	$1.40	$1.05
		B	$1.05	
		C	$1.05	
	Rochester (proper)	A	$1.65	[2] $1.00
		B	$1.15	
		C	$1.00	
	Rochester rate ponits	A	$1.75	$1.65
		B	$1.65	
		C	$1.40	
	Albany	A	$2.50	$2.00
		B	$2.00	
		C	$2.00	
	Utica	A	$2.30	$1.85
		B	$1.85	
		C	$1.75	
	Syracuse	A	$2.10	$1.75
		B	$1.75	
		C	$1.75	
	Binghamton	A	$2.10	$1.50
		B	$1.50	
		C	$1.50	
	Elmira	A	$2.00	$1.25
		B	$1.25	
		C	$1.25	
Lock Haven district	Bfo. & Nia. frontier	A	$1.65	$1.50
		BC	$1.50	
	Rochester	A	$1.90	$1.90
		BC	$1.75	
	Albany	A	$2.50	$2.30
		BC	$2.00	
	Utica	A	$2.30	$2.10
		BC	$1.75	
	Syracuse	A	$2.10	$2.00
		BC	$1.75	
	Binghamton	A	$2.10	$1.50
		BC	$1.40	
	Elmira	A	$2.00	$1.25
		BC	$1.15	
Hornell and Corning	Jersey City	B	$1.75	$2.00
		C	$1.65	
	Newark	B	$1.75	(3)
		C	$1.65	
	Albany	B	$1.75	$1.75
		C	$1.50	
	Utica	B	$1.75	$1.50
		C	$1.50	

[1] From Olean and Bradford, $0.80.

[2] From Olean and Bradford, $0.90.

[3] From Corning, $1.75; from Hornell, $2.

SECTION III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named*—Continued.

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
			Net ton.	*Net ton.*
Brick and articles taking same rates, in carloads; min. wt. as per note 2.	Hornell and Corning	Syracuse	B $1.50	$1.30
			C $1.40	....
		Rochester	B $0.85	$1.00
			C $0.80	....
		Buffalo	B $0.90	$1.05
			C $0.90	....
		Niagara frontier	B $1.05	$1.15
			C $1.05	....
	Elmira and Horseheads	Jersey City, Hoboken & Newark, N. J	A $1.75	$1.75
			B $1.75	....
			C $1.65	....
		Albany	B $1.75	$1.50
			C $1.50	....
		Utica	B $1.75	$1.30
			C $1.50	....
		Syracuse	B $1.00	$1.00
		Rochester	B $1.00	$1.00
		Buffalo	B $1.00	$1.05
		Niagara frontier	B $1.15	$1.15
		Scranton	A $1.00	$1.25
			B $1.00	....
	Reynoldsville district	Buffalo (proper)	A[1] $1.40	[2] $1.05
			B $1.05	....
			C $1.05	....
		Niagara frontier	A[1] $1.40	[3] $1.15
			B $1.15	....
			C $1.15	....
		Rochester (proper)	A[1] $1.65	[4] $1.30
			B $1.30	....
			C $1.15	....
		Rochester rate points	A[1] $1.75	$1.65
			B $1.65	....
			C $1.40	....
		Albany	A[1] $2.50	$2.00
			B $2.00	....
			C $2.00	....

		Utica	A[1] $2.30	$1.85
			B $1.90	
			C $1.75	
		Syracuse	A[1] $2.10	$1.75
			B $1.85	
			C $1.75	
		Binghamton	A[1] $2.10	$1.50
			B $1.50	
			C $1.50	
		Elmira	A[1] $2.00	$1.25
			B $1.25	
			C $1.25	
Building, terra cotta, not ornamental, loose, in c. l.	M. S. F. Ass'n territory	M. S. F. Ass'n territory	5th class.	[5]6th class.
Canal or dam water gates, each weighing two net tons or over, in carloads (for export).	Pittsburgh, Pa.	New York	18	10½
	Wheeling, W. Va.	Philadelphia	16	9½
		Baltimore	15	9
		Boston	20½	10½
Caustic potash, in carloads	Buffalo and Niagara frontier	Boston rate points	18½	14
Caustic potash, in carloads	Buffalo and Niagara frontier	New York, Philadelphia, and Baltimore and points taking same rates.	16	11
Cement (common hydraulic, natural or Portland), in c. l.; min. wt. as per note 3 (see also note 4).	Lehigh district	Pittsburgh	$2.20	$2.00
		Buffalo	$1.90	$1.80
		Rochester	$1.80	$1.70
		Syracuse	$1.80	$1.70
		Utica	$1.80	$1.70
		Albany	$1.80	$1.70
		Williamsport	$1.60	$1.55
		Philadelphia	$1.35	$1.20
		Baltimore	$1.75	$1.65
	Alsen and Hudson	Pittsburgh	$2.20	$2.00
		Buffalo	$1.70	$1.60
		Rochester	$1.50	$1.40
		Syracuse	$1.30	$1.20
		Utica	$1.20	$1.10
		Scranton	[6]$1.70	[6]$2.00
	Glens Falls and Howes Cave	Pittsburgh	$2.20	$2.00
		Buffalo	$1.90	$1.80
		Rochester	$1.80	$1.70
		Syracuse	[7]$1.60	[7]$1.30
		Utica	[8]$1.30	[8]$1.20
	Syracuse district	Pittsburgh	$1.80	$1.90
		Buffalo	$1.10	$1.30
		Rochester	$1.30	$0.80
		Utica	$1.00	$0.80
		Albany	$1.20	$1.25
	Nortons and Portland Point	Pittsburgh	$1.80	$1.90
		Rochester	$0.90	$0.70
		Utica	$1.30	$1.50
		Scranton	$1.40	$1.60

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[1] From St. Marys, Pa.

[2] From Daguscahonda, St. Marys, and Kaulmont, $0.95.

[3] From Daguscahonda, St. Marys, and Kaulmont, $1.05.

[4] From Daguscahonda, St. Marys, and Kaulmont, $1.15.

[5] Reduction from official classification basis.

[6] From Alsen.

[7] From Glens Falls.

[8] From Howes Cave.

SECTION III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named*—Continued.

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Cement (common hydraulic, natural or Portland), in c. l.; min. wt. as per note 3 (see also note 4).	New Jersey, Nazareth, and Lehigh District.	Chicago, Ill	[1] $3.00	.18
	Evansville and Chapman, Pa., Alsen, Hudson, and Glens Falls, N. Y., and Albany rate points.			
	Cumberland Security and Union Bridge, Md.	Chicago, Ill	[1] $2.80	.17
	Mannheim, W. Va	Chicago, Ill	[1] $2.80	[1] $2.35
	Syracuse rate points, also Manlius and Fayetteville, N. Y.	Chicago, Ill	[1] $2.60	.16
Cement brick and cement building block, in carloads	Fulton, N. Y	Auburn, N. Y	6½	[1] $1.50
		Rochester, N. Y	8	[1] $1.50
		Buffalo, N. Y	10	[1] $1.75
Chamber acid, in tank cars, c. l	Perth Amboy, N. J	Buffalo, N. Y		
Charcoal, n. o. s. (Jan. 1, 1910). Where cars of less than 34 ft. in length are furnished and are loaded to full visible capacity, min. wt. of 20,000 lbs. will apply. Charcoal, in bags (present). Min. c. l. wt. 22,000 lbs., subject to rule 27 of official classification.	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England	(2)	(2)
Coal tar, in tank cars, c. l	Buffalo and Niagara frontier	Philadelphia, Pa., and Baltimore, Md	11	10
Coal tar, in bbls., c. l., min. wt. as per official classification, in tank cars, min. wt. capacity of tank.	Black Rock, Buffalo, East Buffalo, Lackawanna, and Lockport, N. Y.	Bayonne, Bayway, Elizabeth, Elizabethport, Grasselli, and Newark, N. J.	16	10
	Binghamton, Corning, Cortland, Elmira, Geneva, Ithaca, Lyons, Newark, No. Newark, Oswego, Owego, Palmyra, Penn Yan, Rochester, Syracuse, Utica, and Albany, N. Y.	Bayonne, Bayway, Elizabeth, Elizabethport, Grasselli, and Newark, N. J.	15	10
Coal tar, in bbls., drums, and tank cars, c. l	Undercliffe, Edgewater, Bayway, and Elizabethport, N. J., and South Bethlehem, Pa.	Fulton, Oswego, and Penn Yan, N. Y	15	10
Condensed milk, in cans, boxed, in carloads	Deposit, N. Y	New York	12	11
		Boston	20	18
	Middletown, N. Y	New York	7½	9
	Jersey City and Newark		5	6½
	Norwich, N. Y	Newark	11	13
Condensed milk, in cans, boxed, in carloads	Sherman, N. Y	New York	15	18
		Philadelphia	13	16
		Baltimore	13	15
		Boston	24	20½

	Corry, Pa.	New York	15	18
		Philadelphia	13	16
		Baltimore	13	15
	East Aurora, N. Y.	New York	15	16
		Philadelphia	13	16
		Baltimore	13	16
		Boston	21½	18½
Common glass bottles:				
Over one to five gallons in capacity, min. c. l. wts.: Jan. 1, 1910, 26,000 lbs.; present, 20,000 lbs., subject to rule 27.	Bradford, Pa.	Buffalo, N. Y.:		
		C. L.	8	[3] 11
		L. C. L.	12	[3] 22
	Port Allegany, Pa.	Buffalo, N. Y.:		
		C. L.	8	[3] 13
		L. C. L.	12	[3] 30
	Smethport, Pa.	Buffalo, N. Y.:		
		C. L.	8	[3] 13
		L. C. L.	12	[3] 27
	Olean, N. Y.	Buffalo, N. Y.:		
		C. L.	8	[3] 10
		L. C. L.	12	[3] 20
Over five but less than ten gallons in capacity, min. c. l. wts.: Jan. 1, 1910, 26,000 lbs.; present, 12,000 lbs.; present, 12,000 lbs., subject to rule 27.	Bradford, Pa.	Buffalo, N. Y.:		
		C. L.	8	[3] 16
		L. C. L.	12	[3] 22
	Port Allegany, Pa.	Buffalo, N. Y.:		
		C. L.	8	[3] 21
		L. C. L.	12	[3] 30
	Smethport, Pa.	Buffalo, N. Y.:		
		C. L.	8	[3] 19½
		L. C. L.	12	[3] 27
	Olean, N. Y.	Buffalo, N. Y.:		
		C. L.	8	[3] 15½
		L. C. L.	12	[3] 21
Core compound, dry, in bbls. or sacks, c. l.; min wt. 40,000 lbs.	Syracuse and Solvay, N. Y.	Buffalo, N. Y.	8½	7½
Corn syrup, mixed, in wood or tank cars only, c. l.	Edgewater, N. J.	Scranton, Pa.	11	[3] 15
		Wilkes-Barre, Pa.	11	[3] 15
		Pittston, Pa.	11	[3] 15
		Carbondale, Pa.	11	[3] 15
		Binghamton, N. Y.	11	[3] 15
		Owego, N. Y.	11	[3] 15
		Waverly, N. Y.	11	[3] 15
		Elmira, N. Y.	11	[3] 15
		Hornell, N. Y.	12	[3] 15
		Batavia, Rochester, N. Y.	9	[3] 15
		Buffalo, Bradford, Tonawanda, Niagara Falls, Lockport, Salamanca, and Johnsonburg.	10½	[3] 16
		Albany, Troy, Schenectady, and Cohoes, N. Y.	11	[3] 12
		Oswego and Syracuse, N. Y.	12	[3] 15
		Utica, N. Y.	12	[3] 14
		Corning, N. Y.	12	[3] 15

[1] Net ton.

[2] Change in description and minimum weight.

[3] Restored to official classification basis.

SECTION III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named*—Continued.

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Corn syrup, mixed, in tank cars; min. wt. capacity of tank.	Edgewater, N. J	Batavia, Rochester	9	[1] 15
		Buffalo, Bradford, Tonawanda, Niagara Falls, Lockport, Salamanca, and Johnsonburg.	10½	[1] 16
Corn syrup, unmixed, c. l	New York	Burnsville, W. Va	26	23
		York, Pa	15	10
		East York, Pa	15	10
		Hanover, Pa	15	10
		L. & N. E. R. R., all stations	12 12½ 13 13½ 14 15	11
Corn syrup, mixed, molasses syrup, and syrup, all kinds (except fruit and flavoring syrups), in carloads.	New York	Downingtown, Pa	9	10
		Pottsville, Pa	10	11½
		Lebanon, Pa	10	11½
		Harrisburg, Pa	10	11½
		Columbia, Pa	10	11½
		Shamokin, Pa	10	13
		Mahanoy City, Pa	10	15
		Mt. Carmel, Pa	10	13
		Easton, Pa	8½	10
		Tamaqua, Pa	10	13
		Vulcanite, N. J	8½	10
Corn syrup, mixed, in c. l	New York	York	15	11½
		East York	15	11½
		Hanover	15	11½
Molasses, c. l	New York	Wilmington	10	9½
Cottonseed oil and cottonseed foots, in c. l., in bbls.; min. wt. as per official classification, in tank cars, min. wt. capacity of tank.	Bayonne and Jersey City	Rochester, N. Y	15	13
Cottonseed oil and cotton foots, in carloads	Bayonne and Jersey City, N. J	Buffalo, N. Y	16	13
Crude calcine carbonate of potash, c. l.; min. wt. 40,000 lbs.	Bradford, Pa	New York, Philadelphia, and Baltimore	16	13
Crushed slag, c. l.; min. wt. 50,000 lbs	Pittsburgh district	New York	15	11
Cupola cinders, c. l.; min wt. as per official classification.	Buffalo and Lackawanna, N. Y	Donaghmore and Cornwall, Pa	13	[2] $1.45
Dried beet pulp, c. l	Buffalo and Niagara frontier	Eastern points	6th class.	([3])
Dried beet pulp, c. l	Cohocton, N. Y	M. S. F. A. territory and New England	6th class.	([3])
Emery aloxite or alundum, in carloads; min. wt. 36,000 lbs.	New York, N. Y.; Philadelphia, Pa.; and Baltimore, Md.	Niagara Falls, N. Y	16	10

			5th class.	[4] 6th class.
Felt mill sweepings, in carloads; min. wt. 20,000 lbs., subject to rule 27 of official classification.	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England		
Fish scraps, c. l.; min. wt. 40,000 lbs	Amagansett, L. I	Buffalo, N. Y	18	15
Fluxing stone, c. l.; min. wt. capacity of car, but not less than 40,000 lbs.	Susq. & N. Y. R. R. (except Hagermans Mill and Scotts Crossing).	Buffalo, North Tonawanda, and Niagara Falls	13	[5] $1.50
	Hagermans Mill and Scotts Crossing	Buffalo, North Tonawanda, and Niagara Falls	12	[5] $1.50
Garbage grease, c. l	Buffalo, N. Y	Port Ivory, S. I	16	13
Garbage tankage, c. l	Buffalo, N. Y	Freehold, N. J	18	15
		Smyrna, Del	18	15
		Seaford, Del	18	15
		Milton, Del	19	16
		Bridgeton, N. J	18	15
		Mullica Hill, N. J	18	15
		Windsor, N. J	13	10
		Highstown, N. J	13	10
		Newtown, N. J	13	10
		Hempstead, Md	13	10
		Westminster, Md		
		La Plata, Md	18	15
		Port Ivory, S. I	13	10
Garbage tankage, c. l	Rochester, N. Y	Philadelphia, Pa	13	10
Grain, etc.:				
Grain and grain products, c. l	Buffalo and Niagara frontier	New York rate points	10	11
		Philadelphia rate points	9½	10½
		Baltimore rate points	9½	10½
		Boston rate points	12	13
		Sherbrooke rate points	12½	13½
		Woodsville rate points	12½	13½
		Me. Cent.-Woolwich to Rockland, Me	13	14
		Albany rate points	8	9
		Utica rate points	7	8
		Binghamton rate points	7	8
		Elmira rate points	6	7
		Corning rate points	6	7
		Auburn rate points	6	7
		Syracuse rate points	6	7
	Rochester, N. Y	New York, Philadelphia, and Baltimore rate points	9	10
		Boston	11	12
		Albany	7	8
		Binghamton	6	7
		Sherbrooke and Woodsville	11½	12½
		Me. Cent. R. R.-Woolwich to Rockland	12	13
Grain products (except flour, oil cake, and oil meal), for export; min. wt. Jan. 1, 1910, 28,000, 30,000, 35,000, or 40,000 lbs; present, 44,000 lbs.	Rochester and Rochester rate points	New York, Philadelphia, and Baltimore	9	[6] 9
		Boston	11	9
Barley, in carloads	New York, Philadelphia, and Baltimore.	Rochester rate points	13	10

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[1] Restored to official classification basis.
[2] Gross ton.
[3] Grain products rates.
[4] Reduction from official classification basis.
[5] Net ton.
[6] Change in minimum c. l. weight only.

SECTION III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named*—Continued.

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Grain, etc.—Continued.				
Flour, in carloads, for export; min. wt. Jan. 1, 1910, 50,000 lbs., except when the marked capacity of the car is less, in which case the minimum c. l. weight will be the marked capacity of the car, but in no case less than 35,000 lbs.; present, 44,000 lbs.	Rochester and Rochester rate points	New York, Philadelphia, Baltimore, and Boston	9	[1] 9
Oil cake and oil meal, in carloads (for export); min. wts. Jan. 1, 1910, 90% of marked capacity of car (rule 5-C of official classification not to apply); present, 54,000 lbs. (rule 5-C of official classification not to apply).	Buffalo, N. Y	New York, Boston, Philadelphia, and Baltimore	8½	[1] 8½
Grinding pebbles, in carloads (f. o. b. cars)	Buffalo (ex-Lake), N. Y	Nortons and Portland Point, N. Y	10½	[2] $1.50
		New Jersey, Nazareth, and Lehigh cement districts	13	$2.00
		Glens Falls, N. Y	15	$2.50
Ground fluorspar, c. l	Newell, Pa	Chester, Marcus Hook, and Philadelphia, Pa	13	9½
Ground or pulverized slag, in bulk or in bags, c. l.; min. wt. 50,000 lbs.	Pittsburgh, Pa	Eastern points, on basis to New York	15	12
Ground sumac, in carloads; min. wt. 40,000 lbs	Seaboard cities	Trunk line western termini and points east thereof (not including New England).	5th class.	[3] 6th class.
Hart salts and sylvanit, c. l.; min. wt. 40,000 lbs	New York, Philadelphia, and Baltimore.	Buffalo and Niagara Falls	13	10
Hydrate of barium, in iron drums, c. l	Niagara Falls, N. Y	New York, Philadelphia, and Baltimore, for export	12	[4] 16
Iron and steel, etc.:				
Iron and steel articles as per special list	Rochester group	Brunswick rate points:		
		C. L	16	17
		L. C. L	21	22
	Elmira group, Utica group, Syracuse group, Scranton group, Binghamton group, Philadelphia group, Newark group, Baltimore group, and Stemmer's Run group.	Brunswick rate points:		
		C. L	15	16
		L. C. L	18	20
Iron and steel articles (not included in special list):				
Classified 5th class, c. l	Philadelphia group	Portland group	16	[4] 17½
	Elmira group	Hartford, Boston, and Portland groups	16	[4] 17½
	Atlantic City group	Portland group	18	[4] 20½
Classified 4th class	Philadelphia group	Portland group	18	[4] 20½
	Elmira group	Hartford, Boston, and Portland groups	18	[4] 20½
	Atlantic City group	Hartford group	18	[4] 20
		Portland group	20	[4] 24

Iron and steel articles, as per special list	Between Scranton-Wilkes-Barre territory And Rochester territory.	C. l.	10	10½
		L. c. l.	13	13½
Iron and steel articles, as per special list, l. c. l.	Buffalo and Niagara frontier	Scranton and Wilkes-Barre and points taking same rates.	17	17½
Iron and steel articles, as per special list, c. l.	Buffalo and Niagara frontier	Scranton and Wilkes-Barre and points taking same rates.	13½	14½
Pig iron and articles taking same rates, c. l.	Buffalo and Niagara frontier	Scranton and Wilkes-Barre and points taking same rates.	[5] $2.30	[5] $2.15
Iron and steel articles, as per special list, l. c. l.	Buffalo and Niagara frontier	Williamsport, Pa., and points taking same rates.	17	16
Billets and articles taking same rates, c. l.	Buffalo and Niagara frontier	Williamsport, Pa., and points taking same rates.	[5] $2.30	[5] $2.20
Pig iron and articles taking same rates, c. l.	Buffalo and Niagara frontier	Williamsport, Pa., and points taking same rates.	[5] $2.10	[5] $2.05
Cast-iron pipe, c. l.	Berwick, Pa.	Baltimore, Md.	10	[2] $1.80
Cast-iron pipe and pipe fittings, c. l.; min. wt. 30,000 lbs.	Medina, N. Y.	Erie and North East, Pa.	13½	11
Ferro-silicon, in pigs or in packages, c. l.	M. S. F. A. territory	M. S. F. A. territory and New England	5th class.	(6)
Pig iron, c. l.	No. Tonawanda, N. Y.	Watsessing, N. J.	[5] $2.45	[5] $1.75
	Pittsburgh, Pa., and Buffalo, N. Y.	Manasquan, N. J.	[5] $2.85	[5] $2.45
Sheet bars and tin-plate bars, carloads; min. wt. Jan. 1, 1910, 25 gross tons; present, 25 gross tons, unless the marked capacity of the car is less, in which event the min. wt. will be the marked capacity of the car, but in no case less than 15 gross tons.	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England, including shipments to seaboard for export.	(1)	(1)
Spent-iron mass (spent oxide), c. l.	Buffalo, N. Y.	Syracuse, N. Y.	8½	[2] $1.25
Tin-plate wasters (defective or damaged tin plate), c. l.; minimum weight 50,000 lbs. (for export).	Pittsburgh, Pa., and Pittsburgh rate points.	New York	13	10½
		Boston	13	10½
		Philadelphia	12	9½
		Baltimore	11½	9
Lath yarn and fodder yarn, in carloads	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England	4th class.	[4] 6th class.
Lime and sulphur solution, c. l., in kegs, bbls., or casks, or in iron drums; min. wt. as per official classification; in tank cars, min. wt. capacity of tank.	Between M. S. F. A. territory And M. S. F. A. territory.		5th class.	[4] 6th class.
Lumber, lath, shingles, cooperage stock, fence posts, railroad ties, cross arms, logs, poles, sawdust, staves, and shavings, c. l.	Philadelphia and Baltimore	Rochester rate points	13	12
Lumber and forest products, c. l.	No. Tonawanda, N. Y.	G. & Wyo. R. R. points	9	[2] $1.50
Magnesite and magnesite ore or carbon slack, c. l.	New York, Philadelphia, and Baltimore.	Buffalo and Niagara frontier, including Lockport, N. Y.	12	10
Metallic sodium, in carloads; min. wt. 22,000 lbs.	Niagara Falls, N. Y.	Perth Amboy, N. J.	19	22
Myrobalans, in carloads, min. wt.: Jan. 1, 1910, 30,000 lbs.; present, 40,000 lbs.	New York, Philadelphia, and Baltimore.	Trunk line western termini and points east thereof.	5th class.	[7] 6th class.
	New York, Philadelphia, and Baltimore.	M. S. F. Ass'n. Territory	5th class.	[7] 6th class.
Nitrate of soda, c. l.	New York, Philadelphia, and Baltimore.	Buffalo and Niagara frontier, including Lockport, N. Y.	16	12
Old broken crucibles and broken glass house pots, in carloads, min. wts. as per note 5.	Pittsburgh, Pa.	Eastern points, on basis to New York	[5] $2.60	[2] $2.50
Pot shells and broken tank blocks (clay), in carloads, min. wts. as per note 6.	Pittsburgh, Pa.	Eastern points, on basis to New York	15	[2] 2.50
Broken saggers, in carloads, min. wts. as per note 5.	Pittsburgh and Wheeling districts	Eastern points, on basis to New York	[5] $2.60	[2] $2.50

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[1] Change in minimum c. l. weight only.
[2] Net ton.
[3] From Daguscahonda, St. Marys, and Kaulmont, $1.15.
[4] Restored to official classification basis.
[5] Gross ton.
[6] Billet rates.
[7] Reduction from official classification basis.

SECTION III.—*Statement showing representative changes in commodity rates and minimum carload weights, since Jan. 1, 1910, between specific eastern points named*—Continued.

[Rates in cents per 100 lbs., unless otherwise specified.]

Commodity.	From—	To—	Rates.	
			Jan. 1, 1910.	Present.
Paper boxes, k. d., flat	Rochester, N. Y	New York, N. Y	25	[1] 15 [2] 25
Petroleum coke, c. l.	Jersey City, Bayonne, Bayway, and Constable Hook, N. J., Philadelphia, Pa., and Baltimore, Md.	Buffalo, Niagara Falls, and Suspension Bridge, N. Y.	13	[3] $2.25
Pitch (other than roofing pitch), in cakes, bags or bbls., carloads; min. wt. 40,000 lbs.	New York, Edgewater, Elizabethport, Philadelphia, and Baltimore.	Buffalo rate points	13	11
		Rochester rate points	13	10
Pitch and roofing pitch, in tank cars, carloads	New York, Edgewater, Elizabethport, Philadelphia, and Baltimore.	Buffalo rate points	16	11
		Rochester rate points	15	10
Plaster, etc.:				
Calcined (plaster of Paris), land, stucco, wall, plaster board, dry mortar, c. l.; min. wt. 40,000 lbs.	Garbutt, N. Y	Binghamton	[3] 10½	[3] $1.40
	Oakfield, N. Y	Ithaca	[4] 9½	
		Wilkes-Barre and Scranton	13	[3] $1.75
Plaster board, c. l.	Dundee and Paterson, N. J	Binghamton, N. Y	13	[3] $1.80
	Dundee and Paterson, N. J., and New Brighton, S. I.	M. S. F. Ass'n territory not including T. L. western termini.	6th class.	(5)
Printed matter	Rochester, N. Y	New York, N. Y	25	[1] 25 [2] 35
Pyrites Cinder, c. l.	Bayonne, Camden, Carteret, Grasselli, Newark, and Thompson's Pt., N. J., Lebanon and Marcus Hook, Pa.	Buffalo, Black Rock, and Suspension Bridge, N. Y.	12	[6] $1.88
	Carneys Point, N. J	Buffalo, Black Rock, and Suspension Bridge, N. Y.	18	[6] $1.88
Pyrites Cinder, c. l.	Syracuse, N. Y	Buffalo, N. Y	8½	[6] $1.00
Radiators, in carloads	Dunkirk, N. Y	Harrison, N. J	18	13
Radiators and heaters, steam and water, in carloads	Geneva, N. Y	Harrison, N. J	15	13
Rags and scrap or waste paper, including scrap or waste, fibreboard, pulpboard or strawboard, in bales, bags, crates or barrels (old newspapers, old directories, old magazines, and old pamphlets tied flat in bundles), in straight or mixed carloads, min. wt. 20,000 lbs., subject to rule 27 of official classification.	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England	(10)	....
Roofing slag, c. l.	Phillipsburg, Netcong, and Wharton, N. J.; Hokendauqua, Catasauqua, Reading, Bethlehem, South Bethlehem, Swedeland, Island Park, Birdsboro, Temple, and Leesport, Pa.	Sherbrooke, Que., and Sherbrooke rate points	17	[3] 2.80
Rope, in carloads	M. S. F. Ass'n territory	M. S. F. A. territory and New England	4th class.	[3] 5th class.
Salt, c. l.	LeRoy, N. Y	Syracuse, N. Y	6	5

Salt, in carloads	New York State Salt Wells	Cumberland, Md.	13	12
	Warsaw District	Wilkes-Barre and Scranton, Pa.	12	11
	Watkins, N. Y.	Williamsport, Pa.	10½	10
	Ithaca District	Williamsport, Pa.	12	10
	Warsaw District	Williamsport, Pa.	12	11
	Syracuse, N. Y.	Buffalo and Niagara frontier	4	5
Salt cake, in carloads	Washington, D. C.	Buffalo, N. Y.	18	14
	Buffalo and Niagara frontier	Syracuse and Solvay, N. Y.	8½	7
Salt cake, c. l.	Buffalo, N. Y.	Point Marion, Pa.	13	14
		Clarksburg, W. Va.	16	14
		West Union, W. Va.	16	14
		Grafton, W. Va.	16	14
		Mannington, W. Va.	16	14
		Morgantown, W. Va.	13	14
		Salem, Fairmont, and Cameron, W. Va.	16	14
		Buckhannon, and Weston, W. Va.	20	17
Silicate of soda, c. l.	Buffalo, and Niagara frontier	New York, Philadelphia, and Baltimore	16	11
		Boston	18½	14
		Syracuse, N. Y.	11	8
Stone, granite or marble, planed or sawed, rough, dressed or rough dressed, c. l.; min. wt. 30,000 lbs.	New York (lighterage free), Philadelphia, Pa., Baltimore, Md., and points taking same rates.	Buffalo and Niagara frontier	(7)	[9] 13
Tarred jute or pipe cord, C. L., min. wt. 30,000 lbs.	Philadelphia, Pa.	Pittsburgh and McKeesport, Pa.	19	13
Tow yarn, in bales or cases, any quantity	Paterson, N. J.	Lockport, N. Y.	39	28
Twine or cord, made of hemp or jute, in carloads	M. S. F. Ass'n territory	M. S. F. Ass'n territory and New England	4th class.	[9] 5th class.
Unfinished hair pins, in carloads, min. wt. 30,000 lbs.	Lambertville, N. J.	Buffalo, N. Y.	28	19
Vinegar, in wood or in tank cars, c. l.	New York and Brooklyn stations, also New York, including lighterage.	Buffalo and North Tonawanda, N. Y.	13	[9] 16
Wall paper, C. L.	Ithaca, N. Y.	Buffalo and Niagara frontier	13	[9] 15½
Wet wood pulp, c. l.	Suspension bridge, N. Y.	New York and Philadelphia rate points	13	12
Wood paving blocks, in carloads	Perth Amboy and Maurer, N. J., Philadelphia, Pa., and Baltimore, Md.	Rochester rate points	13	12
Wool, in lots of 10,000 lbs. or over	New York, Jersey City, Weehawken, and Hoboken.	Binghamton and Lestershire, N. Y.	30	23
Zinc oxide, c. l.	M. S F. Ass'n territory	M. S. F. A. territory and New England	5th class.	[8] 6th class.

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[1] Car loads; restored to official classification basis.

[2] Less than carloads; restored to official classification basis.

[3] Net ton.

[4] From Oakfield, 10 cents.

[5] Wall plaster rates.

[6] Gross ton.

[7] 10 cents per 100 pounds or f. o. b. cars on tracks at New York or Jersey shore terminals (no allowance for loading), 7 cents per 100 pounds.

[8] Reduction from official classification basis.

[9] Restored to official classification basis.

[10] Reduction in minimum weight on scrap or waste fibreboard and strawboard from 30,000 lbs., and scrap or waste pulpboard from 36,000 lbs.

NOTE.—Change in description of mixed carloads constitutes reduction.

NOTE 2.—Minimum carload weights: Jan. 1, 1910, as per official classification, viz., 30,000 lbs., 36,000 lbs., or 40,000 lbs.; present, 50,000 lbs.

NOTE 3.—Minimum carload weights: Jan. 1, 1910, 50,000 lbs., except that when capacity of car is less, the actual capacity of car will govern, but in no case shall minimum carload weight be less than 30,000 lbs; present, min. wt. 50,000 lbs., except that when capacity of car is less, the actual capacity of the car will govern, but in no case shall minimum carload weight be less than 40,000 lbs.

NOTE 4.—The rates on cement shown herein represent only changes in rates to important points. The rates at other points were correspondingly adjusted.

NOTE 5.—Minimum weights: Jan. 1, 1910, 20 gross tons; present, 20 net tons, unless marked capacity of car is less, in which case the marked capacity of the car will be the minimum weight.

NOTE 6.—Minimum weights: Jan. 1, 1910, 30,000 lbs.; present, same as shown in Note 5 above.

A. Fire brick and fire clay and similar articles.
B. Common and building brick and similar articles.
C. Paving brick.

SECTION IV.—*Statement showing various import commodities, the rates or minimum carload weights on which have been changed since Jan. 1, 1910—rate basis, New York to Chicago.*

[Rates in cents per 100 lbs., except as otherwise specified.]

Commodity.	Rate Jan. 1, 1910.	Present rate.	Remarks.
Barytes, c. l.; min. wt. 40,000 lbs	20	25	Restored to official classification basis.
Beans, castor, c. l.; min. wt. 36,000 lbs	22	30	Do.
Burlaps and burlap bagging, c. l.; min. wt. 30,000 lbs	19	20	Do.
China, Austrian, German, and Japanese released to valuation of $12 per 100 lbs. applicable to the gross weight of the package:			
L. C. L	35	43	
C. L., min. wt. 30,000 lbs	25	30	
Clay, c. l.; min. wt. 40,000 lbs	15	16	Rates in effect Jan. 1, 1910, were subject to an estimated weight of 1,120 lbs. per cask.
Cotton thread waste, c. l.:			
Min. wt. 20,000 lbs (subject to rule 27)	30		Reduction from official classification basis.
Min. wt. 30,000 lbs		25	Do.
Crockery in boxes, bbls., tierces, casks, or hhds.:			
L. C. L	35	40	Restored to official classification basis.
C. L., min. wt. 24,000 lbs. (subject to rule 27)	25	30	Do.
Crockery or earthenware, in crates or slatted boxes:			
L. C. L	25	31	Do.
C. L., min. wt. 24,000 lbs. (subject to rule 27)	25	30	Do.
Ferro-manganese, c. l.; min. wt. as per note 1 (per gross ton).	$5.00	$4.60	Domestic rates applied Jan. 1, 1910.
Glycerine, crude, c. l.; min. wt. 36,000 lbs	26	29	
Grease, cotton seed, black, c. l.; min. wt. 30,000 lbs	25	30	Restored to official classification basis.
Fullers earth, c. l.; min wt. 40,000 lbs	14	20	
Hemp, c. l.:			
Min. wt. 20,000 lbs. (subject to rule 27)	21		Do.
Min. wt. 24,000 lbs. (subject to rule 27)		30	Do.
Istle and Ixtle, c. l.:			
Min. wt. 24,000 lbs. (subject to rule 27)	21		
Min. wt. 30,000 lbs		24	
Kainit, c. l.; min. wt. 40,000 lbs	18	[1]22	
Kaolin, c. l.; min. wt. 40,000 lbs	15	[1]20	
Logs, mahogany, cocobolo, Spanish cedar, ebony, walnut, lignum-vitæ, oak, boxwood, and rosewood, c. l.; min wt. 34,000 lbs.	22	23	Rate now applicable on logs, wood, all kinds.
Magnesite and magnesite ore or carbon slack, c. l.; min. wt. 40,000 lbs.	15	17	
Manila, c. l.:			
Min. wt. 30,000 lbs	21		Restored to official classification basis.
Min. wt. 24,000 lbs. (subject to rule 27)		30	Do.
Oils, c. l., min. wt. 30,000 lbs.:			
China nut	25	30	Do.
China wood	25	30	Do.
Cocoanut	25	25	Now carried under domestic tariffs.
Palm	25	25	Do.
Peanut	25	30	Restored to official classification basis.
Soya bean	25	30	Do.
Ores, c. l.; min. wt. as per note 1:			
Chrome and manganese—			
In bulk (per gross ton)	$3.60	[1]$3.80	
In packages (per gross ton)	$3.60	[1]$4.25	
Iron, crude—			
In bulk (per gross ton)	$3.60	$3.80	
In packages (per gross ton)	[1]$5.00	$3.80	
Paper stock, in straight or mixed carloads:[2]			
Rags; min. wt. 20,000 lbs.[3]	25		
Waste paper; min. wt. 20,000 lbs.[3]	25		
Jute Waste; min. wt. 30,000 lbs	30		
Hemp waste; min. wt. 20,000 lbs.[3]	30		
Flax Rove Waste; min. wt. 24,000 lbs.[3]	35		
Scrap jute bagging; min. wt. 20,000 lbs.[3]	25		
Old rope	30		
Old rope; min. wt. 30,000 lbs		21	

[1] Domestic.

[2] Rates and minimum weights shown for Jan. 1, 1910, are for shipments of the articles named in straight carloads. Mixed carloads were subject to the carload rate and minimum weight for the article in the highest class included in such shipment.

[3] Rule 27 to apply.

SECTION IV.—*Statement showing various import commodities, the rates or minimum carload weights on which have been changed since Jan. 1, 1910—rate basis, New York to Chicago*—Continued.

[Rates in cents per 100 lbs., except as otherwise specified.]

Commodity.	Rate Jan. 1, 1910.	Present rate.	Remarks.
Potash:			
Carbonate, c. l.—			
Min. wt. 3 ,000 lbs.	20	....	Restored to official classification basis.
Min. wt. 40,000 lbs.	....	30	Do.
Caustic, c. l.; min. wt. 36,000 lbs.	20	30	Do.
Muriate and sulphate, c. l.; min. wt. 40,000 lbs.	20	22	Advanced to domestic commodity basis.
Pyrites, iron, c. l.; min. wt. as per note 1 (per gross ton)	$3.60	$3.80	
Rice, brewers, c. l.; min. wt. 40,000 lbs.	18	21	
Seeds, all kinds, c. l.:			
When classified 3rd class	25	50	Restored to official classification basis.
When classified 4th class	25	35	Do.
When classified 5th class	25	30	Do.
When classified 6th class	25	25	Do.
Sisal, c. l.:			
Min. wt. 20,000 lbs. (subject to rule 27)	21	....	
Min. wt. 22,000 lbs. (subject to rule 27)	....	24	
Soda, nitrate of, c. l.:			
Min. wt. 36,000 lbs.	18	....	
Min. wt. 40,000 lbs.	....	20	
Tallow, vegetable, c. l.; min. wt. 30,000 lbs.	30	25	**Reductions from official classification basis.**
Wood pulp, c. l.: min. wt. 36,000 lbs.	25	20	Do.

NOTE 1.—Minimum carload weight 25 gross tons, except when marked capacity of the car is less, in which case the marked capacity of the car will be the minimum weight, but in no case will the minimum weight be less than 15 gross tons.

McCAIN EXHIBIT No. 4.

[Pages 1-6.]

Statement showing various commodities, the ratings or minimum weights on which have been changed since Jan. 1, 1910, basis Chicago to New York City, unless otherwise noted.

TO POINTS EAST OF WESTERN TERMINI OF EASTERN TRUNK LINES.

[Rates in cents per 100 pounds unless otherwise specified.]

Commodities (C. L., unless otherwise stated).	**Present rating.**	**Rating Jan. 1, 1910.**	**Remarks.**
Agricultural implements, farm wagon, gasoline engine, traction engine, and windmill parts; cream separators, dump carts, and farm carts, and parts thereof, for export only:			
Min. wt. 30,000 lbs.	25	....	
Min. wt. 24,000 lbs.[1]	....	30	
Ammonia, sulphate of	22	25	**From E. St. Louis and St. Louis only.**
Ash, volcanic, min. wt. 40,000 lbs.	20	25	**Reduction from offi. classn. basis.**
Brick and articles taking brick rates, min. wt. 50,000 lbs. (min. wt. 40,000 lbs. unless marked capacity of car is less, when marked capacity of car will govern).	....	....	**Change in min. wt. only.**
Board, plaster; board, wall; plaster, wall; and stucco, in mixed c. l.:			
Min. wt. 40,000 lbs.	22½	....	
Min. wt. 40,000 lbs.	....	25	**Reduction from offi. classn. basis.**
Board, plaster; board, wall:			
Min. wt. 40,000 lbs.	22½	....	
Min. wt. 36,000 lbs.	....	25	**Do.**

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[1] Rule 27.

McCain Exhibit No. 4—Continued.

Statement showing various commodities, the ratings or minimum weights on which have been changed since Jan. 1, 1910, basis Chicago to New York City, unless otherwise noted—Continued.

TO POINTS EAST OF WESTERN TERMINI OF EASTERN TRUNK LINES—Continued.

[Rates in cents per 100 pounds unless otherwise specified.]

Commodities (C. L., unless otherwise stated).	Present rating.	Rating Jan. 1, 1910.	Remarks.
Cake, nitre	22	25	Reduction from offi. class. basis.
Calcium chloride	22	25	Do.
Cement mixing compound, liquid:			
C. L	6	5	Do.
L. C. L	4	R26	Do.
Cement mortar color	6	5	Do.
Copper, viz: Anodes, bar, blister, etc., originating in Upper Peninsula of Michigan.	20½	13½	
Dust, zinc	13½	25	Do.
Fertilizer material, consisting of the following waste or refuse articles having value as fertilizer ingredient:			
Cartridge waste		(1)	
Chamois scraps, min. wt. 30,000 lbs		30	
Feathers, min. wt. 12,000 lbs.[2]		65	
Felt waste, min. wt. 24,000 lbs.[2]		30	
Fur, min. wt. 24,000 lbs.[2]		30	
Fur pieces, min. wt. 24,000 lbs.[2]		30	
Hair, min. wt. 24,000 lbs.[2]		30	
Hoofs, min. wt. 30,000 lbs		30	
Horns, min. wt. 30,000 lbs		30	
Leather, min. wt. 24,000 lbs		25	
Wool, min. wt. 10,000 lbs.[2]		65	
Min. wt. 30,000 lbs	25		Do.
Flue lining:			
Min. wt. 35,000 lbs			Change in min. wt. only.
Min. wt. 30,000 lbs			Do.
Flake breakfast foods:			
Min. wt. for cars 36 ft. 6 in. in length, 20,000 lbs. rule 27 to apply; rule 5C not to apply).			
Min. wt. Jan. 1, 1910—			
For cars 36 ft. 6 in. long, 25,500 lbs			Do.
For cars over 36 ft. 6 in. and not over 38 ft. 6 in., 27,500 lbs.			Do.
For cars over 38 ft. 6 in. and not over 40 ft. 6 in., 31,250 lbs.			Do.
For cars over 40 ft. 6 in. and not over 42 ft. 6 in., 35,000 lbs.			Do.
For cars over 42 ft. 6 in. and not over 44 ft. 6 in., 38,750 lbs.			Do.
For cars over 44 ft. 6 in. and not over 46 ft. 6 in., 41,250 lbs.			Do.
For cars over 46 ft. 6 in. and not over 48 ft. 6 in., 42,500 lbs.			Do.
For cars over 48 ft. 6 in. and not over 50 ft. 6 in., 45,000 lbs.			Do.
For cars over 50 ft. 6 in. in length, 62,500 lbs. Rule 5C not to apply.			Do.
Forest products, viz:			
Box shooks, box-stuff, wooden, hoops (coiled), wooden lath and shingles, in cars 36 ft. or more in length; min. wts.	30,000	30,000	Do.
In cars less than 36 ft. in length........min. wts.	30,000	24,000	Do.
All other forest products, viz—			
Lumber, etc., in cars 36 ft. or more in length; min. wts.	34,000	34,000	Do.
In cars less than 36 ft. in length....min. wts.	34,000	30,000	Do.
Grain by-products, viz: Bran, flax, in bales or sacks; bran, rice; chaff, rice; dextrine; feed, alfalfa; feed, alfalmo; feed, triangle calf; flour, foundry; hulls, cottonseed; meal, alfalfa; meal, calf, in bags or sacks; meal, cob; screenings, flax; seed, refuse, in sacks; shives, flax, in bales (for export).	16	15	
Hydral, in tight barrels or tank cars	20	30	Reduced from offi. class. basis.
Meats, cooked, in barrels, baskets (without handles and with solid tops), boxes, or crates:			
L. C. L	R26	1	Former rating as per off. classn. and covered cooked hams only.
C. L	5	3	Do.

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[1] No rating.

[2] Rule 27.

McCain Exhibit No. 4—Continued.

Statement showing various commodities, the ratings or minimum weights on which have been changed since Jan. 1, 1910, basis Chicago to New York City, unless otherwise noted—Continued.

TO POINTS EAST OF WESTERN TERMINI OF EASTERN TRUNK LINES—Continued.

[Rates in cents per 100 pounds unless otherwise specified.]

Commodities (C. L., unless otherwise stated).	Present rating.	Rating Jan. 1, 1910.	Remarks.
Forest products, viz: Logs, mahogany	6th class.	5th class.	
Jellicate	22	25	
Lath, wood, woven (composed entirely of wood)	(1)	6th class.	
Lime and sulphur solution	6th class.	5th class.	
Limestone, agricultural:			
Min. wt. 50,000 lbs	17½		
Min. wt. 40,000 lbs		20	
Limestone, ground or pulverized, and limestone dust	20	20 22½	On limestone dust. On ground limestone.
Lye, concentrated	22	30	Reduced from offl. classn. basis.
Mothers Wheat Hearts; min. wt.: Present, 30,000 lbs.; Jan. 1, 1910, 40,000 lbs.			
Oil, coal tar	27½	30	Do.
Paper, blank register	20	30	Do.
Pitch (product of hardwood tar)	22	25	Do.
Plates, piano, l. c. l., racked and braced in cars by shippers and unloaded by consignees.	3		
Crated or boxed		3	
Projectiles, explosives, C. L. and L. C. L	(2)		Rates as per individual lines tariffs.
Sand; min. wt. Jan. 1, 1910, 40,000 lbs.; unless the marked capacity of car is less than 50,000, when the marked capacity will govern, but in no case less 40,000 lbs., the min. wt. will be 50,000 lbs.			
Sand pig iron, per gross ton 2,240 lbs. same as 2,000 lbs. at present on Jan. 1, 1910, per gross ton 2,268 lbs. same as 2,000 lbs.			Change in per ton wt. only.
Soda, acetate of:			
Min. wt. 40,000 lbs	22		Reduction from offl. classn. basis.
Min. wt. 36,000 lbs		30	Do.
Soda, monohydrate of, and sesqui-carbonate of:			
Min. wt. 40,000 lbs	22		Do.
Min. wt. 36,000 lbs		30	Do.
Spent iron mass	20	25	Do.
Vehicle parts, viz, axles for self-propelling vehicles with gears (steering or drive) attached:			
Racked in cars	4th class.		
Crated or racked		4th class.	
Wrappers, paper, n. o. s., in offl. classn., plain or printed (not corrugated, embossed, or lithographed), in boxes, bdles., or crates.	20	30	
Zinc, chloride of:			
Min. wt. 50,000 lbs	22		Do.
Min. wt. 36,000 lbs		30	Do.
Wool and Angora goat hair, in grease, in bales or sacks:			
C. L., min. wt. 16,000[1]	50		See also page 6.
L. C. L	75		Do.
Any quantity		45	Do.

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[1] Pine Lumber rates.

[2] High-explosive rates.

Statement showing various commodities the rates or minimum weights on which have changed since Jan. 1, 1910, from and to specific points named.

Commodities.	From—	To—	Present rate.	Rate on Jan. 1, 1910.
Bags, cement, cotton	St. Louis, Mo	Philadelphia and points taking same rates	51	56½
Brick, building and paving; min. wt. 50,000 lbs	K. & M. Ry. stations Corning to Charleston. C. & O. Ry.—Charleston	Virginia cities	11¼	13
Cake, salt	Buffalo E. Buffalo	Buchannon, W. Va	17	20
		Cameron, W. Va	14	16
		Clarksburg, W. Va	14	16
		Fairmont, W. Va	14	16
		Grafton, W. Va	14	16
		Mannington, W. Va	14	16
		Morgantown, W. Va	14	16
		Pt. Marion, Pa	14	16
		Salem, W. Va	14	16
		Weston, W. Va	17	20
		West Union, W. Va	14	16
Cans, fibre, n. o. s. in offl. class	Detroit, Mich	New York, N. Y	27½	50½
	Ravena, Ohio		25½	43
Cinder, mill and cinder	Cleveland, Ohio	Dubois, Pa	[1] 140	[1] 170
		Punxsutawney, Pa	[1] 140	[1] 170
	Erie, Pa	Dubois, Pa	[1] 110	[1] 190
	Dunkirk, N. Y	Charlotte, N. Y	[1] 110	[1] 190
Coke, petroleum	Findlay, Ohio Lima, Ohio Toledo, Ohio	Syracuse, N. Y	[1] 265	[1] 320
Core compound	Cleveland, Ohio	Eastern cities	(2)	6th class.
Cryolite (aluminum flux)	East St. Louis, Mo	Massena Springs, N. Y	17½	31
		Shawinigan Falls, P. Q	21	34
Dried beet pulp	Alma, Mich	Eastern cities	[3] 17	[3] 19½
	Bay City, Mich		[3] 17	[3] 18½
	Blissfield, Mich		[3] 16	[3] 17½
	Caro, Mich		[3] 17	[3] 18½
	Carrollton, Mich		[3] 17	[3] 18½
	Chicago, Ill		[3] 17½	[3] 21.2
	Croswell, Mich		[3] 17	[3] 18½
	Decatur, Ill		[3] 16	[3] 18½
	E. St. Louis, Ill		[3] 20½	[3] 22.7
	Findlay, Ohio		[3] 15	[3] 16
	Fremont, Ohio		[3] 15	[3] 16
	Holland, Mich		[3] 17	[3] 19½
	Kewaunee, Wis. (across lake)		[3] 17½	[3] 21.2
	Lansing, Mich		[3] 17	[3] 19½
	Manitowoc, Wis. (across lake)		[3] 17½	[3] 21.2

	Marine City, Mich.		[3] 15	[3] 16
	Milwaukee, Wis.		[3] 17.5	[3] 21.2
	Mt. Clemens, Mich.		[3] 15	[3] 16
	Owosso, Mich.		[3] 17	[3] 19¼
	Paulding, Ohio.		[3] 16	[3] 17½
	Pekin, Ill.		[3] 19	[3] 22.7
	Peoria, Ill.		[3] 19	[3] 22.7
	Saginaw, Mich.		[3] 17	[3] 18.1
	St. Louis, Mich.		[3] 17	[3] 19¼
	St. Louis, Mo.		[3] 20½	[3] 22.7
	Sebewaing, Mich.		[3] 17	[3] 18½
	Toledo, Ohio.		[3] 15	[3] 16
Drugs and medicines	Indianapolis, Ind.	New York, N. Y.	37½	50
Dust, zinc	Chicago, Ill. E. St. Louis, Ill. Peoria, Ill.	Eastern cities	[2] 13½	[2] 25
Floretyle (pressed steel tile), for export	Youngstown, Ohio.	New York, N. Y.	[3] 13¼	[3] 20¼
Fluoride, aluminum	E. St. Louis, Ill.	Massena Springs, N. Y.	25¼	17½
	St. Louis, Mo.	Shawinigan Falls, P. Q.	30½	34
Earth, fuller's, spent	Chicago, Ill.	New York, N. Y.	[1] 300	[1] 500
Extract, liquor, spent, tanning	Kenosha, Wis.	Eastern cities	[3] 25	[3] 30
	Mercer, Pa.	Steelton, Pa.	[1] 230	[1] 370
Fire stone	Amherst, Ohio. Berea, Ohio. Columbia, Ohio. Elyria, Ohio. Grafton, Ohio. Peninsula, Ohio. West View, Ohio.	Sparrows Point, Md.	[1] 270	[1] 320
Cotton seed, cottonseed ashes, and cottonseed motes	Ohio River crossings.	Eastern cities	(4)	(5)
Fluor spar, crushed or ground	Cincinnati, Ohio.	Bessemer, Pa. Clairton, Pa. Cochran, Pa. Coraopolis, Pa. Monessin, Pa. Munhall, Pa. W. Homestead, Pa.	12	10½
Furnace salamander and ladle skulls	Middletown, Ohio.	Hazelkirk, Pa.	[1] 190	[1] 240
Gravel	M. & S. Valleys.	Eastern cities	[6] 20	[6] 25
Iron and steel, articles manufactured of	Dunkirk, N. Y.	Baltimore, Md.	10½	14¼
		Philadelphia, Pa.	10½	15
Iron and steel articles, viz: Butts; hangers, barn door; hinges; and track for barn door hangers, c. l. and l. c. l.	Sterling and Rock Falls, Ill.	Eastern cities	(7)	(8)
Iron and steel billets	Dunkirk, N. Y.	Baltimore, Md.	[9] 175	[9] 230
		Philadelphia, Pa.	[9] 175	[9] 240
Iron, pig	Erie, Pa.	Coxsackie, N. Y.	[9] 200	[9] 245
		Fulton, N. Y.	[9] 175	[9] 210
		Hudson, N. Y.	[9] 200	[9] 245

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[1] Net ton.
[2] Flour rates.
[3] Basing rate to New York City.
[4] Cottonseed-meal rates.
[5] Grain-product rates.
[6] Basing rate, Chicago to New York City.
[7] Peoria rates.
[8] Sterling and Rock Falls rates.
[9] Gross tons.

Statement showing various commodities the rates or minimum weights on which have changed since Jan. 1, 1910, from and to specific points named—Con.

Commodities.	From—	To—	Present rate.	Rate on Jan. 1, 1910.
Iron, pig	Erie, Pa.	Ilion, N. Y	[1] 170	[1] 245
		Little Falls, N. Y	[1] 170	[1] 245
		Lyons, N. Y	[1] 150	[1] 210
		Oriskany, N. Y	[1] 165	[1] 220
		Phelps, N. Y	[1] 145	[1] 210
		Shortsville, N. Y	[1] 145	[1] 210
		Waterford, N. Y	[1] 180	[1] 245
		Watertown, N. Y	[1] 235	[1] 245
Iron, pig	Dunkirk, N. Y	Baltimore, Md	[1] 165	[1] 215
		Philadelphia, Pa	[1] 165	[1] 225
Iron, scrap	Dunkirk, N. Y	Syracuse, N. Y	[1] 200	[1] 220
Lime, acetate of	Manistique, Mich	Eastern cities	[2] 30	[2] 36
Lime, waste (sediment from manufacture of suplhate extract, in dry powdered form).	Muskegon, Mich	Eastern cities	[3] 20	[3] 25
Liquor, ammoniacal	Detroit, Mich	Perth Amboy, N. J	17	15½
Lumber, plastic	Cincinnati, Ohio	Eastern cities	[3] 20	35
Magazines, returned	Toledo, Ohio	New York, N. Y.:		
		C. L	23½	39
		L. C. L	27½	58½
	Jeffersonville, Ind. New Albany, Ind. Louisville, Ind.	New York, N. Y.:		
		C. L	30	33
		L. C. L	35	40
Material, farm tool handle	Auburn, Ind	Eastern cities	[4] 22½	[4] 27
	Bluffton, Ind		[4] 22½	[4] 27
	Bryan, Ohio		[4] 21	[4] 25½
	Bucyrus, Ohio		[4] 19½	[4] 23½
	Delphos, Ohio		[4] 20½	[4] 25
	Decatur, Ind		[4] 22½	[4] 27
	Eaton, Ohio	Frankfort, N. Y	21	25½
	Findlay, Ohio	Eastern cities	[4] 19½	[4] 23½
	Ft. Wayne, Ind		[4] 22½	[4] 27
	Frankfort, Ind		[4] 24	[4] 29
	Green Castle, Ind	Philadelphia, Pa	23	28
	Kokomo, Ind	Eastern cities	[4] 24	[4] 29
	Lewisburg, Ohio	Frankfort, N. Y	20	24½
	New Bremen, Ohio	Eastern cities	[4] 21	[4] 25½
	Prospect, Ohio		[4] 19	[4] 23
	St. Marys, Ohio		[4] 21	[4] 25½
	Terre Haute, Ind	Philadelphia, Pa	23	28
	Versailles, Ohio	Eastern cities	[4] 21	[4] 25½
	Wilmington, Ohio	Frankfort, N. Y	19½	23½

Molasses, beet sugar, and beet slops	Alma, Mich	Bradford, Pa	14½		18	
	Bay City, Mich		13½		17	
	Blissfield, Mich		12½		18½	
	Caro, Mich		13½		17	
	Charlevoix, Mich		18½		23	
	Croswell, Mich		13½		17	
	Decatur, Ind		13		16½	
	Findlay, Ohio		11½		14½	
	Fremont, Ohio		10½		16	
	Holland, Mich		14½		18	
	Lansing, Mich		14		21	
	Marine City, Mich		11		13½	
	Mt. Clements, Mich		11		13½	
	Owosso, Mich		14		17½	
	Paulding, Ohio		12½		15½	
	Saginaw, Mich		13½		17	
	St. Louis, Mich		14½		18	
	Sebewaing		13½		17	
	Toledo, Ohio		11		13½	
Residue (ashes, concentrates, dross, grindings, skimmings, slimes, sweepings, and washings), brass and copper.	Chicago, Ill	Newark, N. J	[5] 400		[5] 500	
	Joliet, Ill					
	Kankakee, Ill					
	Joliet, Ill					
	Cincinnati, Ohio	Newark, N. J	[5] 350		[5] 430	
Sal ammoniac	Grasselli, Ind	Eastern cities	[3] 22½		[3] 30	
	Cleveland, Ohio					
Stone	Amherst, Ohio	Rochester, N. Y	12		13	
	Berea, Ohio		12		13	
	Brownhelm, Ohio		12		13	
	Ceylon, Ohio		12		13½	
	Elyria, Ohio		12		13	
	Kipton, Ohio		12		13	
	Oberlin, Ohio		12		13	
	Wakeman, Ohio		12		13½	
Stoves, Government	Rock Island, Ill	Philadelphia, Pa	44½		82½	
			Dom.	Exp.	Dom.	Exp.
Syrup, corn, unmixed or glucose	Chicago, Ill	Eastern cities	[5] 20	[5] 18	[5] 25	[5] 22½
	Clinton, Iowa		[5] 24½	[5] 22	[5] 30½	[5] 27½
	Davenport, Iowa		[5] 24½	[5] 22	[5] 30½	[5] 27½
	Edinburg, Ind		[5] 19	[5] 17½	[5] 24	[5] 21½
	Geneva, Ill		[5] 19	[5] 22	[5] 27½	[5] 24½
	Granite City, Ill		[5] 20½	[5] 23½	[5] 29	[5] 26½
	Pekin, Ill		[5] 19	[5] 22	[5] 27½	[5] 24½
	Peoria, Ill		[5] 22	[5] 20	[5] 27½	[5] 24½
	Venice, Ill		[5] 23½	[5] 21	[5] 29	[5] 26½
	Waukegan, Ill		[5] 20	[5] 18	[5] 25	[5] 22½

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[1] Gross tons.

[2] Flour rates.

[3] Basing rate, Chicago to New York City.

[4] Basing rate to New York City.

[5] Net ton.

Statement showing various commodities the rates or minimum weights on which have changed since Jan. 1, 1910, from and to specific points named—Con.

Commodities.	From—	To—	Present rate.	Rate on Jan. 1, 1910.
		Ayers Junction, Me.		
		Calais, Me.		
		Charlotte, Me.		
		Cherryfield, Me.		
		Columbia, Me.		
		Columbia Falls, Me.		
		Dennysville, Me.		
		East Machias, Me.		
		Eastport, Me.		
		Franklin, Me.		
		Harrington, Me.		
	Cleveland dist.	Jacksonville, Me.	29	33½
Tin plate, n. o. s. in offl. class	M. and S. Vals. dist.	Jonesboro, Me.	28	31½
	Pittsburgh dist.	Jonesport, Me.	26	30½
	Wheeling dist.	Lubec, Me.	26	28½
		Machias, Me.		
		Machiasport, Me.		
		Marion, Me.		
		Milltown, Me.		
		Pembroke, Me.		
		Perry, Me.		
		Pleasant Point, Me.		
		Robbinston, Me.		
		St. Croix Junction, Me.		
		Unionville, Me.		
		Whitneyville, Me.		
	Cleveland dist.		29	37
Tin plate, n. o. s. in offl. class	M. and S. Vals. dist.	Chamcook, N. B.	28	37
	Pittsburgh dist.	St. Andrews, N. B.	26	37
	Wheeling dist.		26	37
Traps, mouse and rat	Erie, Pa.	New York, N. Y.	21	45

Wire rods	Cleveland dist.	Dominion, Que. Highlands, Que. Montreal, Que.	[1] 250	[1] 275
	Pittsburgh dist. M. and S. Vals. dist. Wheeling dist.	Dominion, Que. Highlands, Que. Montreal, Que.	[1] 300	[1] 250
	Ashland dist. Canal-Dover dist. Canton-Massillon dist. Columbus dist. Hanging Rock dist. Ironton dist. Jackson dist. New Straitsville dist. Wellston dist. Zanesville dist.	Dominion, Que. Highlands, Que. Montreal, Que.	[1] 340	[1] 570
Wool and angora goat hair originating at points beyond	E. St. Louis, Ill.	Eastern cities	Dom. exp. [2] 43 [3] 48	[4] 52¼

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[1] Gross tons.

[2] Baled: Min. wt., 32,000 lbs.

[3] Sacked: Min. wt., 24,000 lbs.

[4] Any quantity.

Statement showing for various commodities the exceptions to the official classification in Central Freight Association territory and on which the ratings or minimum weights have been changed.

[Pages 7-26.]

Commodity (carloads unless otherwise provided).	Present rate.	Present minimum weight.	Rate in effect Jan. 1, 1910.	Minimum weight in effect Jan. 1, 1910.
Agricultural implement parts, as named in current official classification, in mixed carloads, binder twine.	....	25,000 lbs. (rule 27 of official classification will not apply).	....	24,000 lbs. (subject to rule 27 of official classification).
Agricultural implements, viz:				
Clover hullers, corn huskers, shredders, and threshers (1) set up without gas or gasoline power.	....	20,000 lbs. (rule 27 of official classification will not apply).	....	1st class (l. c. l., minimum weight 6,000 lbs.).
Clover hullers, corn huskers, shredders (1), set up with gas or gasoline power, and parts thereof,	....	20,000 lbs. (rule 27 of official classification will not apply).	....	20,000 lbs. (subject to rule 27 of official classification).
Clover hullers, corn huskers, shredders, and threshers (2 or more), without gas or gasoline power.	....	20,000 lbs. (rule 27 of official classification will not apply).	....	20,000 lbs. (rule 27 to apply).
Plows, straw stackers, and parts thereof........	....	20,000 lbs. (rule 27 of official classification will not apply).	....	24,000 lbs. (subject to rule 27 of official classification).
To Chicago, East St. Louis, and Peoria, Ill., when destined to points west thereof, governed by Illinois Railroad & Warehouse Commission classification, or western classification, also on shipments routed via Minnesota Transfer or St. Paul, Minn., when destined to points governed by Canadian classification; also to Milwaukee, Wis., on traffic forwarded across lake, when destined to points west thereof governed by western classification and on shipments routed via Minnesota Transfer or St. Paul, Minn., destined to points governed by Canadian classification, and to Minnesota Transfer and St. Paul, Minn., when destined to pints west thereof, governed by western classification, or when destined to points governed by Canadian classification, except as provided by note 2 on page 38 of Inf. 12026.				
Box material, wood, wired, in bundles........	....	30,000 lbs........	....	34,000 lbs.
Boxes, paper, k. d., flat, in boxes, bundles, or crates........	6th class........	Official classificatioon	5th class........	36,000 lbs.
From Baltimore (Fairfield Co.), Ohio; Cleveland, Ohio; Cumminsville, Ohio; Ft. Wayne, Ind.; Lockland, Ohio; Marseilles, Ill.; Milwaukee, Wis. (via across Lake Michigan or all-rail routes).				
Cases, constructed of three-ply, glued-solid, waterproof fiber board, not less than 0.060 of an inch in thickness, entirely k. d. flat, in bundles, crates, or boxes.	6th class........	Cars less than 36 ft. 6 in. in length, 24,000 lbs.; cars 36 ft. 6 in. or more in length, 34,000 lbs. (rule 5C of official classification will not apply).	....	Same rates and minimum weights, on article as described, but minimum thickness of fiber board designated as 0.075 of an inch.
Cement, mortar-color, or mortar-color........	6th class........	30,000 lbs........	5th class........	36,000 lbs.

Compound, core, dry, from Cleveland, Ohio, only. (This item will not be included in the grain products list.)	Same as wheat flour.	Same as wheat flour	6th class	36,000 lbs.
Cartridges, firearm, paper or metallic (not high explosive) (boxed), from East Alton, Ill.; Falls Jct., Ohio.		30,000 lbs	5th class	30,000 lbs.
Foods, flake breakfast, viz: Biscuit, toasted wheat, in barrels or boxes, from Battle Creek, Mich., only. Biscuit, shredded, whole wheat, in barrels or boxes, from Buffalo, N. Y.; E. Buffalo, N. Y.; Niagara Falls, N. Y.; Victoria Park, Ont.	L. c. l., 4th class C. L., 5th class	For cars 36 ft. 6 in. and less in length, 20,000 lbs.; rule 27 of official classification will apply; rule 5C of official classification will not apply.	L. c. l., 2; c. L, 4	24,000 lbs. (rule 27).
Forest products, as specified below, will b subject to minimum carload weights as named opposite each item: Box shooks, box stuff, wooden hoops (coiled), wooden lath, and shingles		30,000 lbs. per car		In cars 36 ft. or more in length, 30,000 lbs. per car; in cars less than 36 ft. in length, 24,000 lbs. per car.
Lumber and articles named in note A		34,000 lbs. per car		In cars 36 ft. or more in length, 34,000 lbs. per car; in cars less than 36 ft. in length, 30,000 lbs. per car.
NOTE A.—The articles subject to the minimum weights named are: Barrel shooks; baseboards, wooden; casing, wooden; cedar posts; ceiling, wooden; cooperage stock; felloe timber, in the rough; flooring, wooden; heading; heading bolts; hoop poles; hop poles; logs; lumber, including cherry and walnut lumber (but not foreign woods, viz, cocobolo, ebony, lignum vitæ, mahogany, rosewood, Spanish cedar, and other foreign woods, except Canadian woods; also cigar-box lumber or other lumber classified fifth class as per current official classification), in the rough or dressed (see note B); paving blocks (wooden, street); pickets, wooden; picture backing, exceeding one-sixteenth of one inch in thickness; piles; poles, sucker rod, wooden, in the rough; posts; railroad ties; rungs, ladder, in the rough, not polished or sanded, in bundles; shooks (except box shooks); siding, wooden; spoke timber, sawed, rived, or split from the bolt; stakes, fish-net or trap-net; stave bolts; staves; telegraph cross arms; telegraph poles; timber over 30 ft. in length (rule 7A of official classification will apply), except Ohio River crossings, E. St. Louis, and Thebes, Ill. (see note B); wagon material, n. o. s. in the official classification, in the rough and in the white, when same is classified in current official classification at 5th class or lower; wainscoting, wooden. NOTE B.—The provisions of this item will not apply from Brookport, Ill.; Cairo, Ill.; Cincinnati, Ohio; E. St. Louis, Ill.; Evansville, Ind.; Gale, Ill.; Jeffersonville, Ind.; Louisville, Ky.; New Albany, Ind.; and Thebes, Ill. On shipments of lumber or timber which, on account of length, require two or more cars for transportation; on such shipments the minimum carload weight will be 24,000 lbs. for each car.				
Lumber, cottonwood		34,000 lbs. per car		ars 36 ft. or more in length, 36,000 lbs. per car; in cars less than 36 ft. in length, 24,000 lbs. per car.

Statement showing for various commodities the exceptions to the official classification in Central Freight Association territory and on which the ratings or minimum weights have been changed—Continued.

Present.					In effect Jan. 1, 1910.	
Commodity.	Minimum weight.	Rate.	Minimum weight.	Rate.	Rate.	Minimum weight.
Furniture, as described below, from all points in Central Freight Association territory, east of the Indiana-Illinois State line, to Chicago, Ill., Milwaukee, Wis., and Peoria, Ill.:						
Furniture, new, and parts thereof, in mixed c. l. (Note C)................	12,000 lbs..	3d class.	20,000 lbs..	126 per cent of 4th class	2d class...	10,000 lbs. (subject to rule 27).
Furniture, new (note C), and store furniture (note D), in mixed c. l......	12,000 lbs..	3d class.	20,000 lbs..	126 per cent of 4th class	2d class...	10,000 lbs. (subject to rule 27).
Rule 27 of official classification will apply in connection herewith.						
NOTE C.—The rates named will apply only on articles rated in the official classification under the caption: "Furniture, new," at 3d class or higher, c. l., except as otherwise provided herein.						
NOTE D.—Store furniture includes: Cabinets, n. o. s. in official classification, chairs, clothing cabinets, clothing hangers, counters, partitions, shelving, show cases, tables, and wall cases.						

Commodity (carloads, unless otherwise provided).	Present rate.	Present minimum weight.	Rate in effect Jan. 1, 1910.	Minimum weight in effect Jan. 1, 1910.
Grain screenings (except oats), shipped in cars having a marked capacity of less than 40,000 lbs.	....	Marked capacity of car......	....	
If car furnished has a marked capacity of 40,000 lbs. or in excess thereof, the minimum carload weight charged will be as per official classification for the particular grain from which the screenings are derived.				
Oat screenings..	....	Official classification [1]......	....	35,000 lbs.

[1] If the weight of shipment, when car is loaded to its full visible capacity—i. e., completely filled (but not heavier than 10 per cent above marked capacity, see note)—is less than the minimum carload weight provided by the official classification, the weight to be charged for shall be the actual weight of the shipment.

NOTE.—Under the rules of the railroads it is permissible to load cars to 10 per cent above marked capacity thereof, and they should be so loaded where practicable.

Present.	In effect Jan. 1, 1910.
Grain products: Unless otherwise specifically provided, the rates named in Central Freight Association information circulars on "Grain products" will apply only on the following articles, when shipped in carloads, in bulk, or in boxes, barrels, or sacks, or in packages when packed in boxes or barrels, except as otherwise specifically provided in this item. (See note C at conclusion.)	
(d) Algrain Food	Algrain Food, min. wt., 35,000 lbs.
(a) Brewers' Flakes	Brewers' Flakes, min. wt., 35,000 lbs.
(d) Corn and Oats Chop	Corn and Oats Chop, min. wt., 35,000 lbs.
(d) Cream-of-Barley	Cream-of-Barley, min. wt., 35,000 lbs.
(d) Feed, barley, ground	Feed, barley, ground, min. wt., 35,000 lbs.
(c) Feed, buckeye, mixed	
(c) Feed, corn, ground	
(c) Feed, flax	
(e) Feed, oat, ground	
(d) Feed, rye, ground	Feed, rye, ground, min. wt., 35,000 lbs.
(d) Feed, wheat, ground	Feed, wheat, ground, min. wt., 35,000 lbs.
(d) Five Food Kernels Meal	Five Food Kernels Meal, min. wt., 35,000 lbs.
(c) Granulated Cereal	
(d) Hulls, buckwheat	
(a) Mazam	Mazam, min. wt., 35,000 lbs.
(d) Meal, barley	
(d) Meal, kaffir corn	
(c) Mother's Wheat Hearts	
(c) Oats, ground	
(d) Post Tavern Special	Post Tavern Special, min. wt., 35,000 lbs.
(d) Skimmings, barley and rye	
(d) Wheat, crushed	Wheat, crushed (see note).
(d) Toasted Wheat Krumbles	Toasted Wheat Flakes, min. wt., 35,000 lbs.
Subject to minimum weights as follows: (a) 28,000 lbs., (b) 30,000 lbs., (c) 35,000 lbs., (d) 40,000 lbs.	
NOTE C.—The provisions of this item will not apply on shipments from and to points as named in Informations Nos. 10186 and 10854, as amended or reissued.	NOTE.—40,000 lbs., unless the marked capacity of car is less, in which event the minimum weight will be the marked capacity of car.

Statement showing for various commodities the exceptions to the official classification in Central Freight Association territory and on which the ratings or minimum weights have been changed—Continued.

Commodity (carloads, unless otherwise provided).	Present rate.	Present minimum weight.	Rate in effect Jan. 1, 1910.	Minimum weight in effect 1, 1910.
Iron and steel articles, in mixed carloads, viz: Elbows, stovepipe; stovepipe; stovepipe iron, cut in shape for stovepipe (nested solid), shipments to contain not less than 12,000 lbs. of stovepipe iron, cut in shape (nested solid). From Canal Dover, Ohio, to Brookport, Ill.; Cairo, Ill.; Cincinnati, O.; Evansville, Ind.; Gale, Ill.; Jeffersonville, Ind.; Joppa, Ill.; Louisville, Ky.; Madison, Ind.; Mounds, Ill.; Mount Vernon, Ind.; New Albany, Ind.; Thebes, Ill.; Thebes Transfer, Ill., when destined to points south of the Ohio River only.	5th class	24,000 lbs	1st class	10,000 lbs. (subject to rule 27).
Iron and steel articles, viz: Fencing, wire, woven or welded (in rolls), when shipped with gates, nails, posts, staples, stretchers, or wire (barbed or plain), in mixed carloads only.	Same as applies on iron and steel articles as per special list (see Inf. 11476, as amended or reissued.	Official classification	5th class	36,000 lbs.
Iron and steel articles, viz: Classified in official classification at 4th class l. c. l., and 5th class, c. l., to Kewanee, Ill.	L. c. l., 4th class, c. l., 5th class, except as provided by Inf. 10139, etc.		Peoria, Ill., rates and divisions.	
Lath, wood, woven (composed entirely of wood)	Same as pine lumber.	Same as pine lumber	6th class	34,000 lbs.
Lime and sulphur solution:				
In barrels, casks, drums (iron), and kegs	6th class	36,000 lbs.	5th class	36,000 lbs.
In tank cars	6th class	Official classification	5th class	Official classification.
Liquors, viz: Alcoholic, n. o. s. in official classification		26,000 lbs.		30,000 lbs.
Leather, scrap (waste)	5th class	24,000 lbs. (subject to rule 27).	6th class	24,000 lbs. (subject to rule 27).
Live stock: Horses and mules	2d class	See item below		[1]
Live stock, viz:				
Horses or mules (including stallions or jacks, but excluding colts, ponies, and light-weight range horses and mules), when not exceeding 20 animals are loaded in one car, will not be weighed (each additional horse or mule (including stallion or jack) in same car, will be charged at weight of 1,100 lbs.).		22,000 lbs. (this is the weight at which shipments will be billed).		[1]
Colts, ponies, and light-weight range horses and mules:				
When weighed at point of origin		22,000 lbs.		[1]
When not weighed at point of origin		Estimated weight of 750 lbs. per animal (see note), subject to a minimum of 22,000 lbs.		
Horses or mules (including stallions or jacks) and colts, ponies, and light-weight range horses or mules, in mixed carloads:				
When weighed at point of origin		22,000 lbs.		[1]

When not weighed at point of origin		Estimated weight of 1,100 lbs. for each horse, mule, stallion, or jack, and 750 lbs. for each colt, pony, or light-weight range horse or mule (see note), subject to a minimum of 22,000 lbs.		(1)
NOTE.—Shippers must certify that the weight of each colt, pony, light-weight range horse or mule does not exceed 750 lbs.; in the event the shipper does not so certify, each colt, pony, light-weight range horse or mule will be charged for at the weight of 1,100 lbs. per animal.				
Logs, mahogany (see note)			5th class	34,000 lbs.
Lumber, mahogany	6th class	Official classification		
NOTE.—The rating provided by this item applicable to shipments of mahogany logs will not apply to points in Canada, except when forwarded from the following points, viz: Brookport, Ill.; Cairo, Ill.; Cincinnati, Ohio; E. St. Louis, Ill.; Evansville, Ind.; Gale, Ill.; Jeffersonville, Ind.; Louisville, Ky.; New Albany, Ind.; St. Louis, Mo.; Thebes, Ill.				
Lumber, artificial (manufactured of saturated layers of strawboard, cemented together).	6th class	40,000 lbs.	5th class	36,000 lbs.
Machinery, appliances, and supplies (electrical), as enumerated below, in straight or mixed carloads:				
List A	5th class	30,000 lbs.		
Cable terminals and parts thereof			4th class	30,000 lbs.
Coils, loading or telephone transformers, and parts thereof			4th class	30,000 lbs.
Magnets, lifting (electric)	5th class	30,000 lbs.	4th class [2]	30,000 lbs.
Meats, viz: Chucks, boneless; shank meat; cheek meat and beef or pork trimmings; salted, in boxes or barrels: L. C. L. (see note)	5c. per 100 lbs. in excess of rates provided by official classification rule 26.		L. c. l., 1; c. l., dressed beef.[3]	28,000 lbs.[3]
C. L. (see note)	4th class	28,000 lbs.		
Meats, cooked, in barrels, baskets (without handles, and with solid tops), boxes, or crates.	L. c. l., official classification, rule 26; c. l., 5th class.	Official classification	L. c. l., official classification, rule 26; c. l., 5th class.[4]	Official classification.[4]
Meats, cured, viz, bologna sausage, dried sausage, smoked sausage, in crates	L. c. l., official classification, rule 26.		No rating when incrates; perhaps 3d class would have applied as per shipments "in baskets."	
Milk, condensed or evaporated, in cans, boxed; in kegs, half-barrels, or barrels		36,000 lbs.		30,000 lbs.

[1] Horses or mules (including stallions or jacks), when not exceeding 20 animals, are loaded in one car, per car 20,000 lbs. (Note 1). Each additional horse, mule, pony, or colt loaded in same car in excess of 20 animals will be charged for at a weight of 1,000 lbs.

[2] Effective July 1, 1910; no rating prior to that date. New article.

[3] When valuation exceeded 4½ cents per 100 lbs.

[4] These ratings applied only on hams, cooked; on articles of cooked meats, other than the foregoing, no rating was provided in the official classification on Jan. 1, 1910, until Mar. 3, 1910, when these ratings were applied on pork loins, sausage, and tongues, cooked.

NOTE 1.—Light-weight range horses, mules, ponies, or colts, if not exceeding 750 lbs. each in weight, were accepted in carloads at minimum weight of 20,000 lbs., actual weight charged if in excess of the minimum, at rate provided for horses and mules.

NOTE.—The following certificate will be made part of bill of lading and also shipping receipt tendered by shippers to carriers for shipments subject to ratings mentioned above: For the purpose of enabling the carrier to apply the proper published rate, I hereby declare the property herein described as boneless chucks, shank meat, cheek meat, or beef or pork trimmings (salted), to be what is commercially known as such, and not fresh meat, n. o. s., subject, under tariffs lawfully on file with the Interstate Commerce Commission, to current fresh meat rates.

***Statement showing for various commodities the exceptions to the official classification in Central Freight Association territory and on which the ratings or minimum weights have been changed*—Continued.**

Commodity (carloads unless otherwise provided).	Present rate.	Present minimum weight.	Rate in effect Jan. 1, 1910.	Minimum weight in effect Jan. 1, 1910.
Molasses, beet sugar (final molasses), and beet slops (beet sugar molasses residuum), in tank cars.	6th class	Actual scale weights, when tank is loaded to full visible capacity, but not to exceed weight-carrying capacity of car trucks; when tank is not loaded to full visible capacity the weight-carrying capacity of the car trucks will govern, but in no case will the minimum weight be less than 60,000 lbs.	(The "present" rating shown to the left represents an advance over specific commodity rates, lower than 6th class. See Inf. 7463, as amended.)	Official classification.
Oakum, plumbers', in bales	5th class	30,000 lbs.	4th class	Official classification.
Paper, wrapping (paraffined or waxed)	Same as wrapping paper.	Same as wrapping paper	5th class	36,000 lbs.
Pipe (wrought iron) couplings, connections, and fittings, viz, steam traps, straight, c. l., from Kewanee, Ill., to points in C. F. A. territory, east of the Illinois-Indiana State line.	Same as from Peoria.	Official classification	Kewanee, Ill., 5th class.	36,000 lbs.
Pitch (product of hardwood tar), in cakes, in bulk, or in steel barrels	Same as applicable on coal or gas pitch.	Same as applicable on coal or gas pitch.	6th class [1]	40,000 lbs.[1]
Plates, piano, racked and braced in cars by shippers and unloaded by consignees, l. c. l.	3d class	10,000 lbs	Not rated	Not rated.
Potatoes, minimum carload weight of. The minimum weight on straight carload shipments of potatoes will be 33,000 lbs., except on shipments originating in the State of Kentucky (see Inf. No. 7462) or at other points covered by provisions of Infs. Nos. 10460 and 11783.				Official classification, 30,000 lbs.
Projectiles, explosive, for cannon, c. l. and l. c. l	(Same as on high explosives, defined in par. 1503 of the regulations prescribed by the Interstate Commerce Commission for the transportation of explosives.) (When described on shipping orders in accordance with p. 1668 of same regulations.)		L. c. l., 2; c. l., 4	30,000 lbs.
Pulp, tomato, in tin cans of 5 gallons or greater capacity, not crated (tomato pulp, in tin cans of 5 gallons or greater capacity, will be accepted in carloads without requiring each individual can to be crated).	5th class	36,000 lbs	No rating provided for shipments made in the manner stated.	
Scales, l. c. l., as follows:				
Automatic or computing, boxed or crated; n. o. s. in official classification, not boxed.	2d class		1st class [2]	
Hopper, portable, k. d. boxed; platform, portable, k. d. boxed; n. o. s. in official classification, boxed.	3d class		2d class [2]	
Hopper, stationary, k. d.; platform, stationary, k. d.; wagon or track, k. d.	3d class		Rule 25 [2]	
Scale weights, l. c. l.	3d class		Rule 25 [2]	
Scale beams, l. c. l.				

Shooks (cleated), piano box	Same as on box shooks.	Same as on box shooks	6th class	34,000 lbs.
Stakes, fish-net or trap-net	Lumber	(3)	6th class	34,000 lbs.
Seed, refuse (consisting of beans, corn, and peas worthless for seed purposes), mixed, or separate, in sacks.	3d class	30,000 lbs.	Same as grain products.	40,000 lbs.
Tar, liquid (product of hardwood tar), in tank cars	Same as applicable on coal or gas tar.	Official classification	No rating when in tank cars.	
Parts of the following, viz, vehicles (not self-propelling), of all kinds, n. o. s. in official classification.	4th class	See note 1	L. c. l. ratings o. c. No. 35 for parts of vehicles n. o. s. in official classification.	
Vehicles (spring), freight or delivery, n. o. s. in official classification, and parts of such vehicles.			Rule 25	10,000 lbs.
Vehicles, not self-propelling, viz, railway equipment, on own wheels, viz, refrigerator and tank cars, empty, minimum charge will be 50 miles at rates provided by current official classification.			Minimum charge 100 miles.	
Vehicle parts, viz, axles, for self-propelling vehicles, with gears (steering or drive) attached, racked in cars.	4th class	24,000 lbs.	No rating for shipments "racked in cars," rating applied when crated or boxed.	
Wool, in grease, and angora goat hair (mohair), in grease	3d class [4]	16,000 lbs. (rule 27 of official classification will apply).	2d class	10,000 lbs. (subject to rule 27).
(a) To Allegheny, Pa.; Bellaire, Ohio; Black Rock, N. Y.; Buffalo, N. Y.; Buffalo Junction, N. Y.; Charleston, W. Va.; Corry, Pa.; Dunkirk, N. Y.; E. Buffalo, N. Y.; Erie, Pa.; Gauley Bridge, W. Va.; Huntington, W. Va.; Irvineton, Pa.; Niagara Falls, N. Y.; North Tonawanda, N. Y.; Oil City, Pa.; Parkersburg, W. Va.; Pittsburgh, Pa.; Salamanca, N. Y.; Suspension Bridge, N. Y.; Titusville, Pa.; Wheeling, W. Va. (b) To points in Ontario, Canada, Toronto, and west thereof, to which through joint rates are published, governed by official classification.				
Wrappers, paper, n. o. s. in official classification, plain or printed (not corrugated), in boxes, bundles or crates.	Same as wrapping paper.	36,000 lbs.	5th class	Official classification.

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[1] "In bulk shipments" not provided for.

[2] The same rating applied on Jan. 1, 1910, except on computing scales, as is in effect at the present time, from the following points only: Buffalo, N. Y.; Cincinnati, Cleveland, Dayton, Ohio; Elkhart, Ind.; Morado, Pa.; Newcastle, Ind.; Northville, Mich.; Terre Haute, Ind.; and Toledo, Ohio.

[3] Minimum weight same as applicable on articles named in Note A of item 46, Inf. 12026.

[4] This rating will not apply on shipments via lake-and-rail or rail-lake-and-rail routes.

Rates to intermediate points.—To points intermediate to destinations named above the rates will be on official classification basis except that the rates to western termin of eastern trunk lines, as mentioned, will apply as maxima. (This rule can not be published in tariffs.)

Rates on less than carload shipments.—On less than carload shipments the official classification basis will apply.

NOTE.—To Chicago, East St. Louis, and Peoria, Ill., when destined to points west thereof, governed by Illinois classification No. 10A (I. C. C. No. A226), amendments thereto or reissues thereof (issued by W. H. Hosmer, agent), or western classification No. 51 (I. C. C. No. 9), amendments thereto or reissues thereof (issued by F. J. Hoffmann, agent). (See Note 2 on page 38.)

The minimum carload weights will be when loaded in—

Cars not exceeding 36 ft. 6 inches in length	14,000 lbs.	Cars over 46 ft. 6 in. and not over 50 ft. 6 in. in length	21,000 lbs.
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. in length	16,800 lbs.	Cars over 50 ft. 6 in. and not over 54 ft. 6 in. in length	22,400 lbs.
Cars over 38 ft. 6 in. and not over 42 ft. 6 in. in length	18,200 lbs.	Cars over 54 ft. 6 in. and not over 58 ft. 6 in. in length	23,800 lbs.
Cars over 42 ft. 6 in. and not over 46 ft. 6 in. in length	19,600 lbs.	Cars over 58 ft. 6 in. in length	25,200 lbs.

Official classification rule 5C will not apply.

Statement showing for commodities the rates on which are established on a certain percentage of class rates and the changes therein since January 1, 1910.

SECTION I.

[From all points in Central Freight Association territory to all points in Central Freight Association territory, including prorating points in Illinois and on the Mississippi River. (Exceptions to general basis will be found in Sec. III.)]

Commodity.	Present rating.	Jan. 1, 1910, rating.
Bleach or bleaching (chloride of lime), dry, in casks or metal drums, minimum weight 40,000 lbs.	85% of 6th class....	85% of 6th class.
Cake, nitre....	85% of 6th class....	6th class.
Copperas, or sulphate of iron, minimum weight 50,000 lbs......	83.33% of 6th class..	83.33% of 6th class.
Jellicate (a mineral jelly used in the manufacture of paper), in iron-bound barrels.	85% of 6th class [2]...	6th class.
Limestone, agricultural, minimum weight 50,000 lbs...........	60% of 6th class....	80% of 6th class.[3]
Oil, coal tar, in tank cars....	90% of 5th class....	5th class.
Pitch or tar, candle (manufactured from residue of candle or soap factories), in barrels or iron drums and tank cars, minimum weight for tank cars as per official classification.	90% of 5th class....	5th class, n. o. s.
Pitch:		
Coal or gas house, solid, in cakes, bags, or barrels, also liquid, in tank cars.	90% of 6th class....	90% of 6th class.[4]
Petroleum....	90% of 6th class....	([5])
Soda (sodium):		
Caustic, in cases (iron or wood, tight), iron drums, barrels (tight), or in tank cars, minimum weight when in tank cars, as per official classification rule 5A..................	85% of 6th class....	90% of 6th class.[6]
Sesqui carbonate of, minimum weight 36,000 lbs.[7]..........	85% of 6th class....	85% of 5th class.[8]
Sulphate, sodium aluminum....	90% of 6th class....	([9])
Tar, pine, in barrels or in tank cars, minimum weight as per official classification.	6th class...........	90% of 5th class.

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[1] Minimum weight 40,000 lbs., until Jan. 15, 1910.

[2] This basis effective Mar. 15, 1910.

[3] On ground limestone dust, minimum weight 40,000 lbs. (former designation of agricultural limestone

[4] Except on coal or gas house pitch, in cakes which took effect Jan. 15, 1912.

[5] 5th class, probably, but articles not classified in 1910.

[6] In barrels (tight).

[7] Rate bases will not apply on articles, when shipped in fibre cans or paper cartons, packed in boxes, cases, or otherwise.

[8] Formerly "soda crystal" at minimum weight of 40,000 lbs.

[9] (Not classified), given alum ratings by analogy by ruling of chairman, official classification committee, dated Nov. 28, 1910, viz, in boxes or kegs, c. l., 5th class; in other pkgs., 6th class.

Statement showing for commodities the rates on which are established on a certain percentage of class rates and the changes therein since January 1, 1910—Continued.

SECTION II.

[From specific origin points to all points in Central Freight Association territory, including prorating points in Illinois and on the Mississippi River.]

Commodity.	Present rating.	Jan. 1, 1910, rating.
Ash, volcanic, Chicago, Caster, East Joliet, East St. Louis, and Peoria, Ill., and St. Louis, Mo.	80% of 6th class....	6th class.
Bi-chromate of soda, in casks, from Niagara frontier points......	90% of 6th class....	4th class.
Calcium chloride, from Malden, W. Va...........................	85% of Charleston, W. Va., 6th class rates.	85% of Malden 6th class.
Lime, agricultural, minimum weight 36,000 lbs., from Akron and Barberton, Ohio.	83.33% of 6th class..	6th class.
Lime, n. o. s. in official classification, in bags, barrels, casks, or iron drums, from Alton and East St. Louis,[1] Ill.; Hannibal and Louisiana, Mo.; Marblehead and Quincy, Ill.	83.33% of 6th class..	6th class.
Lime, n. o. s. in official classification, in bags, barrels, casks, iron drums, or in bulk, originating in the State of Missouri, from Kellogg (Randolph Co.), Ill.	83.33% of 6th class..	6th class.
Lime, waste (sediment from manufacture of sulphate extract, in dry, powdered form), loose, in bulk, from Muskegon, Mich.	83.33% of 6th class..	6th class.
Limestone, crushed or ground, from Hannibal and Louisiana, Mo., and Marblehead, Menard (Randolph Co.), and Thebes, Ill.	80% of 6th class....	6th class.
Limestone, ground, from Cincinnati, Ohio; Louisville, Ky.; and Madison, Ind.	80% of 6th class....	6th class.
Peat and peat filler (natural soil, dried and ground), from K-36 and Lakeville, Ind., to points named in note 1 only.	83.33% of 6th class..	6th class.
Plastic lumber (asphalt coated building paper, with lath attached thereto), in rolls, or packed flat, from Cincinnati, Ohio.	83.33% of 6th class..	6th class.
Potash, caustic, in iron drums or in tank cars, from Buffalo, N. Y. (Niagara frontier points).	85% of 6th class....	5th class (when in iron drums, no rating for tank cars).
Potash, caustic, when shipped in packages other than as described in preceding item, from Buffalo, N. Y. (Niagara frontier points).	90% of 6th class....	4th class.
Sal ammoniac, in barrels or casks, from Grasselli, Ind..........	90% of 6th class....	5th class.
Sal ammoniac, in barrels or casks, min. wt. 36,000 lbs, from Cleveland, Ohio.	90% of 6th class....	5th class.
Slag, ground or pulverized (soil corrective), in bags or in bulk, minimum carload weight 50,000 lbs., from Pittsburgh, Pa.	60% of 6th class....	6th class.
Sulphur, ground or pulverized, minimum weight 30,000 lbs., from Brookport, Ill.; Cairo, Ill.; Cincinnati, Ohio; East St. Louis, Ill.; Evansville, Ind.; Gale, Ill.; Louisville, Ky.; St. Louis, Mo.; Thebes, Ill.	75% of 6th class....	65% of 6th class.

[1] Applies on shipments originating in Missouri.

NOTE 1.—Rates subject to the provisions of this note will apply to the following points only: Akron, Ohio; Alliance, Ohio; Anderson, Ind.; Ashland, Ohio; Boonville, Ind.; Brooklyn, Ohio; Bucyrus, Ohio; Buffalo, N. Y.; Cairo, Ill.; Canton, Ohio; Chicago, Ill.; Cincinnati, Ohio; Cleveland, Ohio; Clinton, Iowa; Columbus, Ohio; Dayton, Ohio; Detroit, Mich.; East St. Louis, Ill.; Erie, Pa.; Evansville, Ind.; Fort Wayne, Ind.; Indianapolis, Ind.; Linndale, Ohio; Louisville, Ky.; Lyons, Iowa; Marengo, Ind.; Marietta, Ohio; Mount Pleasant (Jefferson Co.), Ohio; New Albany, Ind.; Orrville, Ohio; Peru, Ill.; Pittsburgh, Pa.; St. Bernard, Ohio; Sandusky, Ohio; Springfield, Ohio; Tiffin, Ohio; Toledo, Ohio; Troy (Perry Co.), Ind.; Urbana, Ohio; Warren, Ohio; Washington C. H., Ohio; Waynesville, Ohio; Westville, Ohio; Wheelersburg, Ohio; Zanesville, Ohio. Under this basis the proper method of figuring rates to Clinton and Lyons, Iowa, will be to determine 83.33 per cent of 6th class rates from points of origin named herein to East Burlington, Ill., and add thereto the bridge toll provided by Supplement No. 7 to W. T. L. Freight Tariff No. 65 (I. C. C. No. A-162), as amended or reissued, for official classification 6th class traffic.

Statement showing for commodities the rates on which are established on a certain percentage of class rates and the changes therein since January 1, 1910—Continued.

SECTION III—RATES BETWEEN SPECIFIC POINTS.

Exceptions to bases provided in section I, in carloads, minimum weight 40,000 lbs., unless otherwise provided herein.]

Commodities.	From—	To—	Present rates in cents per 100 lbs., unless otherwise specified.	Rates in effect Jan. 1, 1910.
Acid, muriatic and sulphuric, in tank cars		Anderson, Ind	11	13
		Cincinnati, Ohio	13½	13½
		Crawfordsville, Ind	11	12½
	Depue, Ill	Elwood, Ind	11	12½
	Howe, Ill	Frankton, Ind	11	12½
	La Salle, Ill	Gas City, Ind	11	12½
	Nassau, Ill	Indianapolis, Ind	11	12½
	Peru, Ill	Jonesboro, Ind	11	12½
		Kokomo, Ind	11	12½
		Marion, Ind	11	12½
		Muncie, Ind	11	12½
		Washington C. H., Ohio	15	16
	St. Louis, Mich	Barberton, Ohio	13½	13
		Boyne City, Mich	13	12
		Canton, Ohio	13½	13
		Circleville, Ohio	14½	13½
		Columbus, Ohio	13½	13
		Delphos, Ohio	11½	11½
		Hamilton, Ohio	14½	14
		Ironton, Ohio	15½	15½
		Marietta, Ohio	16	15½
		Niles, Ohio	14	13½
		Pomeroy, Ohio	16	15½
		Urbana, Ohio	13½	12½
		Layfayette, Ind	12½	13½
		Mishawaka, Ind	11½	11
		Terre Haute, Ind	13½	15½
		Wabash, Ind	13	12½
		Wheeling, W. Va	15½	15
	Boughton, Pa	Franklin, Pa	7	8½
	Titusville, Pa	Franklin, Pa	7	8½

Acid, sulphuric, in carboys (boxed), or in drums and in tank cars.	Marquette, Mich	Alpena, Mich	14	17
		Boyne City, Mich	13½	17
		Cadillac, Mich	14½	17
		Cheboygan, Mich	11½	17
		Clinton, Mich	19	22
		East Jordan, Mich	14	17
		Fremont, Mich	15½	19
		Grand Haven, Mich	16	19
		Grand Rapids, Mich	16	19
		Holland, Mich	17	19
		Kalamazoo, Mich	17	22
		Kegomic, Mich	11½	17
		Manistee, Mich	14	17
		Muskegon, Mich	16	19
		Otsego, Mich	17	22
		Plainwell, Mich	17	22
		Vicksburg, Mich	17	22
		Whitehall, Mich	16	19
Bleach or bleaching (chloride of lime), dry, in casks or drums, min. wt. 30,000 lbs.	Bay City, Mich	Chillicothe, Ohio	11	(2)
	Detroit, Mich	Petoskey, Mich	8	(2)
	Detroit, Mich	Fox River points	13	(2)
	West Detroit, Mich	Green Bay, Wis	[1] 12	(2)
		Marinette	[1] 10	(2)
	Wyandotte, Mich	Menominee, Mich	[1] 10	(2)
	Midland, Mich	Boston Mills, Ohio	10	(2)
		Chagrin Falls, Ohio	10	(2)
		Chillicothe, Ohio	11	(2)
		Fox River points	12	(2)
		Green Bay, Wis	[1] 12	(2)
		Marinette, Wis	[1] 10	(2)
		Menominee, Mich	[1] 10	(2)
Bleach, or bleaching (chloride of lime), dry; filler paper (precipitated sulphate of lime); soda, (ash, monohydrate of, sesqui-carbonate of); soda or sodium: (bicarbonate of, bichromate of, bisulphite of, caustic, sal, silicate of, sulphate of, sulphide of, crude); sulphate, soda aluminic.	Wyandotte, Mich	To destinations in Canada, including all points intermediate to Buffalo, N. Y., or otherwise.	(3)	(4)
Board, binders, box, chip, straw, and wood pulp (not corrugated or indented), in straight or mixed carloads.	Hartford City, Ind	Chicago, Ill.[5]	7	7½
	Piqua, Ohio	Chicago, Ill.[5]	8½	9
Cake, nitre, or salt cake	Senter, Mich	Detroit, Mich	[6] 250	(7)

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[1] Applies via routes across Lake Michigan.

[2] Same, subject to minimum rate, 40,000 pounds.

[3] Same rates as currently applicable from Detroit, Mich., under official classification basis.

[4] Class rates current from Wyandotte, Mich.

[5] The application of rates named herein to Chicago, Ill., is as follows: From Piqua, apply Chicago rate as maximum to points on and west of a line drawn via the C. C. C. & St. L. Ry. from Benton Harbor to Niles, Mich., and on and south of a line drawn via the M. C. R. R. from Niles to Detroit, Mich. From Hartford City, Ind., apply Chicago, Ill., rates as maxima to points on and west of a line drawn via the C. C. C. & St. L. Ry. from Benton Harbor, Mich., to Munice, Ind. The rates to Milwaukee, Wis., will be the usual arbitrary in excess of the rates to Chicago, Ill., and any rates established to Milwaukee, Wis., will apply to the usual Milwaukee (Wis.) rate points.

[6] Per net ton; this through joint rate will divide on established percentages.

[7] 6th class, 22c per 100 lbs.

Statement showing for commodities the rates on which are established on a certain percentage of class rates and the changes therein since January 1, 1910—Continued.

SECTION III—RATES BETWEEN SPECIFIC POINTS—Continued.

[Exceptions to bases provided in section I, in carloads, minimum weight 40,000 lbs., unless otherwise provided herein.]

Commodities.	From—	To—	Present rates in cents per 100 lbs., unless otherwise specified.	Rates in effect Jan. 1, 1910.
Calcium Chloride	Malden, W. Va.	Duluth, Minn.	[1] 25	27
		La Crosse, Wis.	[1] 23½	30½
		Michigamme, Mich.	[1] 21	27
		St. Paul, Minn. and points taking same rates named in tariff 105E (I. C. C. 347), issued by Eugene Morris, agent, as amended or reissued.	[1] 25	27
	Pomeroy, Ohio	Akron, Ohio	8	8½
		Cairo, Ill.	13	14½
		East Hannibal, Ill.	12	13
		East St. Louis, Ill.	12	13
		Evansville, Ind.	12	13
		Indianapolis, Ind.	8½	9½
		Marion, Ohio	7	7½
		Olney, Ill.	11	12
		St. Louis, Mo.	12	13
		Springfield, Ill.	12	12½
		Terre Haute, Ind.	9½	13
		Youngstown, Ohio	8½	10
Pitch, coal or gas, in wood and in tank cars	Titusville, Pa.	Erie, Pa.	5½	[2] $1.25

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[1] These rates will be divided on the Hartford, W. Va., basis of divisions.

[2] Per net ton.

ON SAL AMMONIAC (IN BARRELS OR CASKS), C. L.

[Rates in cents per 100 pounds.]

	Present rates.							Rates in effect Jan. 1, 1910.						
From To—	Bridgeport, Ohio.	Cambridge, Ohio.	Canal Dover, Ohio.	Canton, Ohio.	Chester, W. Va.	Cleveland, Ohio.	Dresden, Ohio.	Bridgeport, Ohio.	Cambridge, Ohio.	Canal Dover, Ohio.	Canton, Ohio.	Chester, W. Va.	Cleveland, Ohio.	Dresden, Ohio
Bridgeport, Ohio		5	5	5	3½	7½	5		8	8	9	8	10	8½
Cambridge, Ohio	5		4½	5	5	7½	4	8		7	9	8	10	8
Canal Dover, Ohio	5	4½		2¾	5	5	5	8	7		6	8	8½	8½
Canton, Ohio	5					5	5	9					7½	8½
Chester, W. Va	3½	5	5					7½	9	9				
Cleveland, Ohio	7½			5			7½	10			7½			10
Dresden, Ohio	5			5¼		7½		9			8½		10	
Steubenville, Ohio	2½	5	5					5½	8	8				
Wheeling W. Va				5		7½	5				9		10	8½

From To—	Follansbee, W. Va.	Scottdale, Pa.	Steubenville, Ohio.	Vandergrift, Pa.	Washington, Pa.	Weirton, W. Va.	Wheel- W. Va.	Follansbee, W. Va.	Scottdale, Pa.	Steubenville, Ohio.	Vandergrift, Pa.	Washington, Pa.	Weirton, W. Va.	Wheel- W. Va.
Bridgeport, Ohio	2½	6¼	2½	5	3½	2½		8	11	5½	9	8	8	
Cambridge, Ohio	5	8¾	5	7¼	6	5	5	8	11	8	9	9	8	8
Canal Dover, Ohio	5	8¾	5	7½	6	5	5	8	11	8	9	9	8	8
Canton, Ohio			5				5			9				9
Chester, W. Va														
Cleveland, Ohio			7½				7½			10				10
Dresden, Ohio			5				5			9				9
Steubenville, Ohio														
Wheeling, W. Va			2½							5½				

[In carloads, minimum weight 40,000 pounds, unless otherwise provided herein.]

Commodities.	From—	To—	Present rate in cents per 100 pounds, unless otherwise specified.	Rate in effect Jan. 1, 1910.
				Cents.
Salts, Epsom and Glauber, in bags, barrels, boxes, or kegs	Cleveland, Ohio	Toronto, Ontario	14	[1] 17

[1] Per 100 pounds.

Statement showing changes in rates on brick and articles taking same rates (from districts as shown)—Continued.

[Column 1 applies on general brick, column 2 applies on paving brick (in effect Jan. 1, 1910), column 3 applies on brick all kinds, including paving brick, present rates. Where no rates are shown in column 2 the rates shown in column 1 will apply.]

To—	Marietta.			Cambridge.			Danville.			Muncie.		
	1	2	3	1	2	3	1	2	3	1	2	3
Adrian, Mich	175	.....	145	160	.....	140	125	125	145	125	125	135
Akron, Ohio	115	.....	125	105	.....	100	200	200	165	200	200	140
Athens, Ohio	50	.....	65	85	.....	100	.....	.....	165	220	220	130
Bay City, Mich	230	.....	160	220	.....	160	150	150	175	150	150	160
Bellevue, Ohio	130	.....	115	120	.....	110	.....	.....	160	150	150	125
Buffalo, N. Y	195	.....	180	190	.....	180	.....	.....	210	240	240	125
Cairo, Ill	290	.....	240	280	.....	240	100	100	.....	.....	.....	160
Cambridge, Ohio	60	.....	70	.....	.....	.....	.....	.....	165	230	230	140
Canal Dover, Ohio	85	.....	110	80	.....	65	.....	.....	165	220	220	140
Canton, Ohio	105	.....	120	90	.....	85	200	200	.....	200	200	140
Chicago, Ill	230	.....	165	220	.....	165	65	65	80	80	80	95
Chillicothe, Ohio	100	.....	100	110	.....	110	.....	.....	140	175	175	150
Cincinnati, Ohio	125	.....	125	135	.....	125	100	100	115	80	80	160
Circleville, Ohio	100	.....	110	70	.....	95	.....	.....	140	125	125	.....
Cleveland, Ohio	130	.....	140	105	.....	105	200	200	165	200	200	140
Columbus, Ohio	110	.....	95	70	.....	75	120	120	140	100	100	165
Coshocton, Ohio	100	.....	90	70	.....	70	.....	.....	.....	190	190	.....
Dayton, Ohio	120	.....	115	120	.....	115	110	100	120	75	75	75
Detroit, Mich	175	.....	145	160	.....	140	125	125	145	125	125	125
East Burlington, Ill	330	.....	265	320	.....	265	.....	.....	.....	.....	.....	170
East St. Louis, Ill	280	.....	.....	270	.....	.....	80	80	.....	140	140	140
Evansville, Ind	270	.....	200	260	.....	200	80	80	100	100	100	115
Findlay, Ohio	145	.....	115	130	.....	110	125	125	135	125	125	110
Fort Wayne, Ind	180	.....	140	170	.....	130	100	100	100	60	60	75
Grand Rapids, Mich	220	.....	165	220	.....	165	125	125	145	125	125	135
Indianapolis, Ind	180	.....	145	170	.....	135	50	50	.....	50	50	55
Jackson, Mich	195	.....	145	185	.....	140	130	130	.....	125	125	135
Jeffersonville and New Albany, Ind	220	.....	155	220	.....	155	100	100	115	85	85	165
Kenton, Ohio	145	.....	115	130	.....	110	125	125	135	125	125	110
Kokomo, Ind	215	.....	145	205	.....	135	80	80	80	60	60	90
Lancaster, Ohio	110	.....	95	240	.....	99	.....	.....	.....	175	175	.....
Lansing, Mich	220	.....	150	210	.....	150	150	150	150	125	125	140
Lima, Ohio	145	.....	125	135	.....	115	125	125	135	80	80	90
Logansport, Ind	215	.....	150	205	.....	150	70	70	65	50	50	75
Mackinaw City, Mich	300	.....	220	290	.....	220	190	190	220	190	190	220
Mansfield, Ohio	110	.....	105	95	.....	95	200	200	160	150	150	135
Marietta, Ohio	.....	.....	.....	60	.....	70	260	250	165	230	230	150
Marion, Ohio	135	.....	105	120	.....	105	185	185	150	100	100	125
Marion, Ind	180	.....	145	170	.....	135	80	80	80	40	40	50
Muncie, Ind	180	.....	165	170	.....	135	80	80	90	.....	.....	.....
Newark, Ohio	110	.....	95	70	.....	70	.....	.....	160	180	180	135
Peoria, Ill	255	.....	200	245	.....	200	75	75	.....	120	120	125
Pittsburgh, Pa	130	.....	140	115	.....	125	.....	.....	195	.....	.....	150
Plymouth, Ind	230	.....	165	220	.....	165	80	80	90	80	80	80
Portsmouth, Ohio	110	.....	110	135	.....	120	.....	.....	165	220	220	150
Richmond, Ind	150	.....	130	140	.....	130	90	90	100	50	50	50
Rushville, Ind	180	.....	145	170	.....	135	70	70	.....	50	50	50
Saginaw, Mich	230	.....	160	220	.....	110	150	150	.....	150	150	.....
Sandusky, Ohio	130	.....	125	120	.....	110	185	185	160	150	150	110
Seymour, Ind	220	.....	155	220	.....	155	90	90	100	85	85	90
South Bend, Ind	230	.....	165	220	.....	165	80	80	95	80	80	85
Springfield, Ohio	130	.....	115	130	.....	115	110	110	135	90	90	160
Terre Haute, Ind	230	.....	165	220	.....	165	50	50	60	80	80	85
Toledo, Ohio	145	.....	115	130	.....	110	125	125	135	125	125	110
Van Wert, Ohio	180	.....	140	170	.....	130	125	125	130	100	100	90
Vincennes, Ind	230	.....	165	220	.....	165	70	70	85	90	90	165
Warsaw, Ind	180	.....	150	170	.....	150	100	100	100	80	80	75
Washington C. H., Ohio	110	.....	110	105	.....	100	.....	.....	140	100	100	115
Youngstown, Ohio	145	.....	140	95	.....	125	220	220	175	220	220	150
Zanesville, Ohio	60	.....	75	50	.....	60	200	200	165	190	190	140

Statement showing changes in rates on brick and articles taking same rates (from districts as shown)—Continued.

[Column 1 applies on general brick, column 2 applies on paving brick (in effect Jan. 1, 1910), column 3 applies on brick all kinds, including paving brick, present rates. Where no rates are shown in column 2 the rates shown in column 1 will apply.]

To—	Terre Haute.		
	1	2	3
Adrian, Mich	125	125	145
Akron, Ohio	200	200	165
Athens, Ohio	.....	.....	165
Bay City, Mich	150	150	175
Bellevue, Ohio	.....	.....	160
Buffalo, N. Y	265	265	210
Cairo, Ill	120	120	120
Cambridge, Ohio	.....	.....	165
Canal Dover, Ohio	.....	.....	165
Canton, Ohio	200	200	120
Chicago, Ill	100	100	95
Chillicothe, Ohio	120	120	135
Cincinnati, Ohio	100	100	115
Circleville, Ohio	.....	.....	140
Cleveland, Ohio	200	200	165
Columbus, Ohio	120	120	140
Coshocton, Ohio	.....	.....	.....
Dayton, Ohio	110	110	120
Detroit, Mich	125	125	145
East Burlington, Ill	175	175	155
East St. Louis, Ill	100	100	100
Evansville, Ind	100	70	85
Findlay, Ohio	125	125	135
Fort Wayne, Ind	100	100	100
Grand Rapids, Mich	125	125	145
Indianapolis, Ind	50	50	60
Jackson, Mich	130	130	145
Jeffersonville and New Albany, Ind	100	100	115
Kenton, Ohio	125	125	135
Kokomo, Ind	80	80	95
Lancaster, Ohio	.....	.....	.....
Lansing, Mich	150	150	150
Lima, Ohio	125	125	135
Logansport, Ind	70	70	80
Mackinaw City, Mich	190	190	20
Mansfield, Ohio	200	200	160
Marietta, Ohio	250	250	165
Marion, Ohio	185	185	150
Marion, Ind	80	80	85
Muncie, Ind	80	80	90
Newark, Ohio	.....	.....	160
Peoria, Ill	100	100	95
Pittsburgh, Pa	260	260	195
Plymouth, Ind	80	80	90
Portsmouth, Ohio	.....	.....	165
Richmond, Ind	90	90	100
Rushville, Ind	70	70	85
Saginaw, Mich	150	150	.....
Sandusky, Ohio	185	185	160
Seymour, Ind	80	80	90
South Bend, Ind	80	80	100
Springfield, Ohio	110	110	135
Terre Haute, Ind	.....	.....	.....
Toledo, Ohio	125	125	135
Van Wert, Ohio	125	125	130
Vincennes, Ind	60	60	70
Warsaw, Ind	100	100	100
Washington C. H., Ohio	.....	.....	140
Youngstown, Ohio	220	220	175
Zanesville, Ohio	200	200	165

E. MORRIS EXHIBIT NO. 1.

OUTLINE OF TESTIMONY OF E. MORRIS.

INDEX.

SECTION 1:

From and to points in Central Freight Association territory, also Illinois and Mississippi River points.

SECTION 2:

From Central Freight Association territory, Illinois, Mississippi River points, Lexington, Memphis, Northwest, etc.

To points east of Buffalo, Salamanca, Pittsburgh, and Charleston.

SECTION 3:

Part 1—

From Central Freight Association territory, Illinois, and Mississippi River points.

To points in Canada, east of Detroit and St. Clair Rivers.

Part 2—

From points in Canada, east of Detroit and St. Clair Rivers.

To Central Freight Association territory, Illinois, and Mississippi River points.

Part 3—

From points in Canada, east of Detroit and St. Clair Rivers.

To Trunk Line Association and New England Freight Association territories.

Statement of general increase of 5 per cent in class and commodity rates made by carriers located in Central Freight Association territory, including Illinois.

In my statement I will undertake to submit information under three general captions or sections, the first section dealing with rates applying from and to Buffalo and Salamanca, N. Y., Pittsburgh, Pa., Parkersburg and Charleston, W. Va., and points west thereof; the second section dealing with rates from points west of Buffalo and Salamanca, N. Y., Pittsburgh, Pa., Parkersburg and Charleston, W. Va., to points east thereof; and the third section will deal with rates from and to points in territory described in section 1 and points in Canada east of Detroit and St. Clair Rivers, also from points in Canada east of said rivers to points east of Buffalo, Salamanca, N. Y., and Pittsburgh, Pa.

Under each general caption will also be used the subcaptions "Class rates" and "Commodity rates." I will also present statement of increases made in joint through rates applying from points in territory described in section 1 to points in the South, Southwest, and Northwest, and also in joint through rates applying from the South and Northwest to points east of Illinois-Indiana State line, including eastern points.

SECTION 1.

To be more specific, the information submitted under the first general caption or section 1 will include rates applying within territory circumscribed by a line drawn from Niagara Falls through Buffalo and south shore of Lake Erie to Toledo; thence via Detroit and St. Clair Rivers to Port Huron, Mich.; thence via the western boundary of Lake Huron to Mackinaw City, Mich.; thence via northern shore of Lake Michigan to Manistique, Mich.; thence via western shore of Lake Michigan, including points located on western shore of Green Bay (Menominee to Green Bay, inclusive); thence via western shore of Lake Michigan from Manitowoc to the Illinois-Wisconsin State line (including Milwaukee rate points); thence via said State line to Mississippi River; thence southwardly via west bank of Mississippi River to the Ohio River; thence eastwardly via south bank of Ohio River to Cincinnati; thence via Chesapeake & Ohio Railway to Charleston, W. Va.; thence northwardly via Kanawha & Michigan Railway to Ohio River; thence via south bank of Ohio River to Wheeling, W. Va.; thence via Baltimore & Ohio Railroad to Pittsburgh, Pa.; thence northwardly through Butler and Foxburg, Pa., and the Allegheny River to Salamanca; thence northwardly to Buffalo, N. Y., also including points located on said line.

CLASS RATES.

The class rates between points within said boundary, both intrastate and interstate, were, except as may be hereafter stated, increased as follows: Rates 5¾ cents per 100 pounds and less were increased one-fourth of 1 cent: rates in excess of 5¾ cents were increased 5 per cent, minimum increase one-fourth of 1 cent per 100 pounds. The following table illustrates the present and proposed rates to a more or less extent employed in publication of tariffs for distances, 1 mile to and including 450 miles. By way of explanation it may be stated there are other class-rate scales in effect which also apply for distances within 450 miles radius and same were likewise increased, subject to basis mentioned above. The current rates for distances exceeding 450 miles published with relation to 450-mile rate scale were also increased as per basis specified:

Present and proposed mileage scale of rates between points in Central Freight Association territory.

	Classes (rates in cents per 100 pounds).					
	1	2	3	4	5	6
5 miles:						
Present....	7.5	7.5	7.0	6.0	4.0	3.0
Proposed..	7.9	7.9	7.4	6.3	4.25	3.25
10 miles:						
Present....	7.5	7.5	7.0	6.0	4.5	3.0
Proposed..	7.9	7.9	7.4	6.3	4.75	3.25
15 miles:						
Present....	7.5	7.5	7.5	7.0	5.0	3.5
Proposed..	7.9	7.9	7.9	7.4	5.25	3.75
20 miles:						
Present....	7.5	7.5	7.5	7.0	5.0	4.0
Proposed..	7.9	7.9	7.9	7.4	5.25	4.25
25 miles:						
Present....	7.5	7.5	7.5	7.0	5.5	4.5
Proposed..	7.9	7.9	7.9	7.4	5.75	4.75
30 miles:						
Present....	7.5	7.5	7.5	7.0	6.0	5.0
Proposed..	7.9	7.9	7.9	7.4	6.3	5.25
35 miles:						
Present....	8.5	8.5	8.0	7.5	6.5	5.5
Proposed..	8.9	8.9	8.4	7.9	6.8	5.75
40 miles:						
Present....	9.5	9.5	9.0	8.0	7.0	6.0
Proposed..	10.0	10.0	9.5	8.4	7.4	6.3
45 miles:						
Present....	10.5	10.5	10.0	8.0	7.5	6.0
Proposed..	11.0	11.0	10.5	8.4	7.9	6.3
50 miles:						
Present....	12.0	11.5	10.5	8.5	7.5	6.5
Proposed..	12.6	12.1	11.0	8.9	7.9	6.8
55 miles:						
Present....	13.0	12.5	11.5	9.0	7.5	6.5
Proposed..	13.7	13.1	12.1	9.5	7.9	6.8
60 miles:						
Present....	14.5	13.0	12.0	10.0	7.5	6.5
Proposed..	15.2	13.7	12.6	10.5	7.9	6.8
65 miles:						
Present....	15.5	14.0	13.0	10.0	7.5	7.0
Proposed..	16.3	14.7	13.7	10.5	7.9	7.4
70 miles:						
Present....	17.0	15.0	13.5	10.0	8.0	7.0
Proposed..	17.9	15.8	14.2	10.5	8.4	7.4
75 miles:						
Present....	18.0	16.0	15.0	10.5	8.0	7.0
Proposed..	18.9	16.8	15.8	11.0	8.4	7.4
80 miles:						
Present....	19.5	18.5	17.0	11.0	8.5	7.5
Proposed..	20.5	19.4	17.9	11.6	8.9	7.9
85 miles:						
Present....	21.0	19.0	17.0	11.5	8.5	7.5
Proposed..	22.1	20.0	17.9	12.1	8.9	7.9
90 miles:						
Present....	22.0	20.0	17.0	12.0	9.0	8.0
Proposed..	23.1	21.0	17.9	12.6	9.5	8.4
95 miles:						
Present....	23.0	22.0	18.0	12.0	9.0	8.0
Proposed..	24.2	23.1	18.9	12.6	9.5	8.4
100 miles:						
Present....	24.0	22.0	19.0	12.5	9.0	8.0
Proposed..	25.2	23.1	20.0	13.1	9.5	8.4
110 miles:						
Present....	24.5	22.0	19.5	12.5	9.0	8.0
Proposed..	25.7	23.1	20.5	13.1	9.5	8.4
120 miles:						
Present....	25.0	22.0	19.5	12.5	9.5	8.0
Proposed..	26.3	23.1	20.5	13.1	10.0	8.4
130 miles:						
Present....	26.0	23.0	19.5	13.0	10.0	8.5
Proposed..	27.3	24.2	20.5	13.7	10.5	8.9
140 miles:						
Present....	27.5	24.0	20.0	13.0	10.0	8.5
Proposed..	28.9	25.2	21.0	13.7	10.5	8.9
150 miles:						
Present....	28.5	25.0	20.0	13.5	10.5	8.5
Proposed..	29.9	26.3	21.0	14.2	11.0	8.9
160 miles:						
Present....	30.0	26.0	21.0	13.5	11.0	9.0
Proposed..	31.5	27.3	22.1	14.2	11.6	9.5
170 miles:						
Present....	31.0	26.5	21.5	14.0	11.0	9.0
Proposed..	32.6	27.8	22.6	14.7	11.6	9.5
180 miles:						
Present....	31.5	27.0	21.5	14.0	11.5	9.0
Proposed..	33.1	28.4	22.6	14.7	12.1	9.5
190 miles:						
Present....	32.0	28.0	22.0	14.5	11.5	9.5
Proposed..	33.6	29.4	23.1	15.2	12.1	10.0
200 miles:						
Present....	33.0	28.5	22.0	15.0	12.0	9.5
Proposad..	34.7	29.9	23.1	15.8	12.6	10.0
210 miles:						
Present....	34.0	29.5	22.5	15.0	12.5	10.0
Proposed..	35.7	31.0	23.6	15.8	13.1	10.5
220 miles:						
Present....	35.0	30.0	22.5	15.0	13.0	10.0
Proposed..	36.8	31.5	23.6	15.8	13.7	10.5
230 miles:						
Present....	35.5	30.5	23.0	15.5	13.0	10.5
Proposed..	37.3	32.0	24.2	16.3	13.7	11.0
240 miles:						
Present....	36.0	31.0	23.0	16.0	13.0	10.5
Proposed..	37.8	32.6	24.2	16.8	13.7	11.0
250 miles:						
Present....	37.0	32.0	23.5	16.0	13.5	10.5
Proposed..	38.9	33.6	24.7	16.8	14.2	11.0
275 miles:						
Present....	38.5	33.0	24.5	16.5	14.0	11.0
Proposed..	40.4	34.7	25.7	17.3	14.7	11.6
300 miles:						
Present....	40.0	34.0	25.0	17.0	14.5	11.5
Proposed..	42.0	35.7	26.3	17.9	15.2	12.1
325 miles:						
Present....	41.0	35.0	26.0	18.0	15.0	12.0
Proposed..	43.1	36.8	27.3	18.9	15.8	12.6
350 miles:						
Present....	42.0	36.0	27.0	18.5	15.5	13.0
Proposed..	44.1	37.8	28.4	19.4	16.3	13.7
375 miles:						
Present....	43.0	36.5	27.5	19.0	16.5	13.5
Proposed..	45.2	38.3	28.9	20.0	17.3	14.2
400 miles:						
Present....	44.0	37.5	28.5	19.5	17.0	14.0
Proposed..	46.2	39.4	29.9	20.5	17.9	14.7
425 miles:						
Present....	44.5	38.5	29.0	20.5	17.5	14.5
Proposed..	46.7	40.4	30.5	21.5	18.4	15.2
450 miles:						
Present....	45.0	39.0	30.0	21.0	18.0	15.0
Proposed..	47.3	41.0	31.5	22.1	18.9	15.8

ILLUSTRATION OF RATES BETWEEN SPECIFIC POINTS.

Exhibit A is typical of the present and increased rates, as published between the origin and destination points mentioned therein, as well as between other points within said territory of the same or practically the same distances. I mention that the figures as above and in Exhibit A are typical, because it can not be said with certainty that they are the rates actually published, via all routes between the distances or the points mentioned.

Below is basis on which the carriers checked the intrastate rates between points in lower peninsula of Michigan with the approval of the Michigan railway commission, one of the important features of the recheck being to have the rates the same in both directions as required by the Michigan railway commission:

BASIS FOR RECHECK OF MICHIGAN CLASS RATES.

During the spring and summer of year 1912 the carriers undertook to work out new mileage scale for class rates to apply between points in Michigan which would produce the desired effects for the satisfaction of both the railroad commission and the railroads. After considerable preliminary work and several meetings with the Michigan railway commission the following scales were decided upon by a method of figuring shown thereunder:

Scale of class rates to apply within the lower peninsula of the State of Michigan.

	100 per cent.	86 per cent.	66 per cent.	49 per cent.	37 per cent.	29 per cent.		100 per cent.	86 per cent.	66 per cent.	49 per cent.	37 per cent.	29 per cent.
5 miles......	13	11	9	6	5	4	130 miles....	31	27	20	15	11½	9
10 miles....	14	12	9	7	5	4	140 miles....	32	28	21	16	12	9½
15 miles.....	14	12	9	7	5	4	150 miles....	32	28	21	16	12	9½
20 miles.....	16	14	11	8	6	4½	160 miles....	33	28	22	16	12	9½
25 miles.....	17	15	11	8	6½	5	170 miles....	34	29	22	17	12½	10
30 miles.....	18	15	12	9	6½	5	180 miles....	36	31	24	18	13½	10½
35 miles.....	19	16	13	9	7	5½	190 miles....	38	33	25	19	14	11
40 miles.....	20	17	13	10	7½	6	200 miles....	39	34	26	19	14½	11½
45 miles.....	20	17	14	10	7½	6	210 miles....	39	34	26	19	14½	11½
50 miles.....	21	18	14	10	8	6	220 miles....	40	34	26	20	15	11½
55 miles.....	21	18	14	10	8	6	230 miles....	40	34	26	20	15	11½
60 miles.....	23	20	15	11	8½	6½	240 miles....	42	36	28	21	15½	12
65 miles.....	24	21	16	12	9	7	250 miles....	42	36	28	21	15½	12
70 miles.....	24	21	16	12	9	7	275 miles....	44	38	29	22	16½	13
75 miles.....	25	21	16	12	9	7	300 miles....	47	40	31	23	16½	13½
80 miles.....	26	22	17	13	9½	7½	325 miles....	49	42	32	24	18	14
85 miles.....	27	23	18	13	10	8	350 miles....	49	42	32	24	18	14
90 miles.....	28	24	18	14	10½	8	375 miles....	51	44	34	25	19	15
95 miles.....	28	24	18	14	10½	8	400 miles....	51	44	34	25	19	15
100 miles....	29	25	19	14	10½	8½	425 miles....	53	46	35	26	19½	15½
110 miles....	30	26	20	15	11	8½	450 miles....	53	46	35	26	19½	15½
120 miles....	30	27	20	15	11	8½	500 miles....	55	47	36	27	20½	16

The above scales are on the following basis: 5 to 150 miles, present Michigan mileage scale, first class advanced 2 cents; 160 to 190 miles, present Michigan mileage scale, first class advanced 1 cent; 200 to 500 miles, present Michigan mileage scale, first class, all other classes 5 to 150, 160 to 190, 200 to 500 miles, inclusive are 86 per cent, 66 per cent, 37 per cent, 49 per cent, and 29 per cent, respectively, of such first-class rates.

Exhibit B illustrates intra-Michigan rates between specific points made on basis shown above.

The adoption of this basis within Michigan affected the interstate rates between certain points in northern Indiana and Ohio and points in the lower peinsula of Michigan which were relatively on a lower basis, and in order to properly align the latter rates with the revised intrastate rates checked in to apply from and to points in Michigan on or adjacent to southern boundary of said State it was necessary in some cases to advance the rates between points in northern Indiana and Ohio and points in southern peninsula of Michigan in excess of 5 per cent, but the minimum increase was 5 per cent.

Exhibit C shows some of the interstate rates affected by the readjustment within Michigan, viz: (1) Present rates, (2) rates published account Michigan readjustment, (3) rates based on 5 per cent increase.

It may be stated that the adoption by the carriers and the Michigan Railway Commission of the basis as above shown preceded by several months the date on which the carriers initiated the movement for the general increase of 5 per cent, consequently the interstate rates affected by this action necessarily were involved prior to the date carriers initiated 5 per cent increase, and carriers were preparing to publish the new rates when the 5 per cent increase was projected.

The rates from and to Louisville, Owensboro, Henderson, and Paducah, Ky. which were made subject to established arbitraries in excess of the increased rates published from and to the usual Ohio River base points in cases where arbitraries were used in obtaining present rates. This will also apply to commodity rates.

Still another exception to an increase of 5 per cent, literally speaking, are the rates proposed between Buffalo, N. Y.; Erie, Pa.; Salamanca, N. Y.; Pittsburgh, Pa.; Wheeling, W. Va., and points taking same rates and points contained in territory described under section 1 taking higher than 100 per cent at some points taking 100 per cent of rates applying from Chicago to New York City. (See Exhibit I for eastbound percentage map.) The rates between these points were advanced subject to established percentage of the increased rates proposed from same origin points to New York City.

These rates are illustrated by following:

Comparison of class rates between points taking in excess of 100 per cent basis and Buffalo and Pittsburgh.

Between Buffalo and Pittsburgh and—	1	2	3	4	5	6
Peoria, Ill.; Cadillac, Mich., 110 per cent:						
Present	51	44.5	34	24	20.5	17
Proposed	53.8	46.6	35.8	25.1	21.5	17.9
5 per cent advance	53.6	46.7	35.7	25.2	21.5	17.9
Mount Vernon, Ill., 116 per cent:						
Present	55.5	48.5	37	26	22.5	18.5
Proposed	58.5	50.7	39	27.3	23.4	19.5
5 per cent advance	58.3	50.9	38.9	27.3	23.6	19.4
St. Louis, Mo., 117 per cent:						
Present	56.5	49	37.5	26.5	22.5	18.5
Proposed	59.5	51.5	39.6	27.8	23.8	19.9
5 per cent advance	59.3	51.5	39.4	27.3	23.6	19.4
Cairo, Ill., 120 per cent:						
Eastbound—						
Present	57.5	50	38.5	27	23	19
Proposed	61	52.9	40.6	28.5	24.4	20.4
5 per cent advance	60.4	52.5	40.4	28.4	24.2	20
Westbound—						
Present	59.5	52.5	40	29	24.5	20.5
Proposed	63	55.4	42.1	30.5	25.9	21.9
5 per cent advance	62.5	55.1	42	30.5	25.7	21.5
East Burlington, Ill., 122 per cent:						
Present	64	55.5	42.5	29.5	25.5	21.5
Proposed	67.3	58.3	44.9	31.4	26.9	22.5
5 per cent advance	67.2	58.3	44.6	31	26.8	22.6

A few commodity rates were increased in the same manner.

EXTRA TERRITORIAL.

The rate increase, in so far as it applies where joint through rates are in effect from and to South, Southwest, and Northwest, is as follows:

Northwest.—The rates between points located in territory described above east of the Indiana-Illinois State line and points in Wisconsin, Eastern Minnesota, and upper peninsula of Michigan, taking Winona, St. Paul, Duluth (Minn.), Marquette, Hancock, Houghton, Michigamme, and Sault Ste. Marie (Mich) rates, were increased to the extent of the increase made in the rates applying between Pittsburgh and Chicago; that is, the increase in the first-class rate of 45 cents per 100 pounds between Pittsburgh and Chicago was 2.3 cents per 100 pounds, and in sixth-class rate of 15 cents was eight-tenths cent per 100 pounds; hence the rates applying between St. Paul and Pittsburgh were advanced—first clasas 2.3 cents per 100 pounds and sixth class eight-tenths cent per hundred pounds.

Exhibit D illustrates this increase.

Lexington, Ky.: The rates applying between Buffalo and Pittsburgh rate points and Lexington and Winchester, Ky., groups were advanced subject to the usual percentage of the increased basing rates announced to apply between Lexington and New York City.

This statement will also apply to the commodity rates.

Southwest.—The joint through rates applying from territory above described located east of the Indiana-Illinois State line to Arkansas and other southwestern territory are to be increased to the extent of the increase made east of St. Louis on the 5 per cent advance.

This statement will also apply to the commodity rates.

COMMODITY RATES.

The commodity rates applying between points in territory described above, both intrastate and interstate, were also advanced, viz, rates per 100 pounds of 5¼ cents or lower, or per ton of $1.15 or lower, were increased, respectively, one-fourth cent per 100 pounds, or 5 cents per ton, as the case may be, and rates in excess of said amounts were increased 5 per cent subject to a minimum increase of one-quarter of a cent per 100 pounds where the rates applied per 100 pounds and 5 cents per ton where the rates applied per ton, except that where it was the rule to establish rates on a differential basis such differentials were also employed when publishing rates subject to the general increase as mentioned.

The differential adjustments were used from western Pennsylvania, eastern and southern Ohio, and the commodities on which the rates were published on differential basis are brick and articles usually taking brick rates, iron and steel billets and articles usually taking iron and steel billets rates, pig iron and articles usually taking pig-iron rates.

Exhibit E illustrates rates on brick from and to sundry points—(1) present, (2) proposed, subject to differentials, (3) figures subject to 5 per cent increase.

Exhibit F illustrates rates on iron and steel billets from and to sundry points—(1) present, (2) proposed, subject to differentials, (3) figures subject to 5 per cent increase.

Exhibit G illustrates rates on pig iron from and to sundry points—(1) present, (2) proposed, subject to differentials, (3) figures subject to 5 per cent increase.

The exhibits typify general situations within said territory.

On a few commodities from points taking 100 per cent and higher of Chicago-to-New York City rates, to Buffalo, Erie, Salamanca, Pittsburgh, Wheeling, and points taking same rates, the rates were increased subject to the established percentage of the increased rates applicable from same points of origin to New York City.

The commodity rates now published between points in territory described under section 1 on basis of percentage of established class rates will continue to be made on same percentage basis, but subject to the class rates increased on basis mentioned above.

Example.—Soda ash taking 85 per cent of current sixth-class rates will continue to take 85 per cent, but of the increased sixth-class rates.

RAILWAY EQUIPMENT.

The rates on railway equipment applying per mile were increased 5 per cent, subject to minimum increase of one-fourth of 1 cent per mile.

RESHIPPING RATES ON GRAIN AND GRAIN PRODUCTS EX-TRANS-MISSISSIPPI RIVER TERRITORY.

The reshipping rates on grain and grain products, c. l. ex-trans-Mississippi River, from Chicago, Peoria, and East St. Louis to territory described under section 1 located east of Indiana-Illinois State line were advanced as follows: Rates from East St. Louis of 5¼ cents per 100 pounds or less increased one-fourth cent; rates in excess of 5¼ cents per 100 pounds increased 5 per cent; rates from Peoria and Chicago increased by observance of the existing differences under increased rates from East St. Louis.

RESHIPPING RATES ON GRAIN AND GRAIN PRODUCTS EX-NORTHWEST.

The reshipping rates on grain and grain products, c. l., ex-Northwest, from Chicago and Peoria to territory described under section 1 located east of Illinois-Indiana State lines were advanced as follows: Rates from Chicago of 5¼ cents per 100 pounds or less increased one-fourth cent; rates in excess of 5¼ cents per 100 pounds increased 5 per cent; rates from Peoria were increased so as to continue the present relationship to the increased rates from Chicago.

GRAIN AND GRAIN PRODUCTS.

On grain and grain products, c. l., from points in territory described under section 1 located east of the Illinois-Indiana State line and Lake Michigan to all points in territory described under section 1 the rates were increased as follows: Rates of 5¼ cents per 100 pounds or less increased one-fourth cent; rates in excess of 5¼ cents increased 5 per cent.

NOTE.—As the rates on grain and grain products from and between points on and west of the Illinois-Indiana State line up to and including the Mississippi River to destinations in territory described under section 1 were formerly advanced 1 cent per 100 pounds, with some exceptions, and tariffs were suspended by I. C. C. I. & S. Docket No. 232, no further increase was published to take effect November 15.

BY-PRODUCTS OF GRAIN, ETC.

Rates on commodities in by-products of grain list from Chicago and Milwaukee rate points and points east of the Illinois-Indiana State line and Lake Michigan to all points located in territory described under section 1 were also advanced subject to the basis mentioned above for grain and grain products.

From points taking higher than 100 per cent located west and south of Chicago, to Buffalo and Salamanca, N. Y.; Pittsburgh, Pa.; Wheeling, Parkersburg, and Charleston, W. Va.; and points taking same rates, subject to the following arbitraries over the increased rates from Chicago:

From—	Cents per 100 pounds.	From—	Cents per 100 pounds.
103 per cent	0.5	116 per cent	3.0
104 per cent	0.5	117 per cent	3.0
105 per cent	1.0	118 per cent	3.0
108 per cent	1.5	120 per cent	3.5
110 per cent	1.5	122 per cent	4.0
112 per cent	2.0	123 per cent	4.0
113 per cent	2.5	124 per cent	4.0
114 per cent	2.5	125 per cent	4.5
115 per cent	2.5		

NOTE.—As the rates on by-products of grain from points west of the Indiana-Illinois State line up to and including the Mississippi River, to destinations described under section 1 (except to Buffalo, Salamanca, Pittsburgh, Wheeling, Parkersburg, and Charleston) were formerly advanced 1 cent per 100 pounds, with some exceptions, the tariffs were suspended by Interstate Commerce Commission I. & S. Docket No. 232, no further increase was published to take effect November 15.

EXTRATERRITORIAL.

The extent to which the joint through commodity rates applying from and to South, Southwest, and Northwest were increased as follows:

Northwest.—The joint through commodity rates published between points located in territory mentioned above east of the Indiana-Illinois State line and points in Wisconsin, eastern Minnesota, and upper peninsula of Michigan taking Winona, St. Paul, Duluth (Minn.), Marquette, Michigamme, Houghton, Hancock, and Sault Ste. Marie (Mich.), rates were advanced amounts equal to the increase made in the commodity rate applying between Chicago and points east thereof. In some cases the advance made in the commodity rate from or to Chicago (as the case may be) and the base point east thereof was the measure of the increase made in the joint through rates published on same commodity from all points in respective origin territories.

For illustration, the rate of $1.95 per ton on brick from Pittsburgh to Chicago was advanced 5 per cent, or 9 cents per ton, hence rate from Pittsburgh to St. Paul was increased 9 cents per ton, and the same increase was made from other points east of Ohio-Indiana State line. The rate of $2.25 per ton on cast-iron pipe from Ohio River gateways to Chicago, Ill., was increased 5 per cent, or 11 cents per ton, hence, rate from Cincinnati to Duluth was increased 11 cents per ton.

The eastbound commodity rates were increased subject to same principle.

TO TRANS-MISSISSIPPI RIVER TERRITORY.

The joint through commodity rates from territory, described under section 1, located east of the Illinois-Indiana State line, to trans-Mississippi River territory, Montana, Wyoming, Colorado, Oklahoma, and east thereof, to which joint through commodity rates are published from said origin territory, were advanced to the extent of the increase made in the rates from the base or origin points mentioned (as case may be) to the junction of Central Freight Association and western roads, which was used as the western base point.

Illustrations.—The rates on salt from Pennsylvania, Ohio, and southern peninsula of Michigan to points referred to were advanced six-tenths cent per 100 pounds, this being the advance made in the rate on salt from Pittsburgh to Chicago.

The advance in the rate on woodenware from Michigan points, lower peninsula, to Missouri River crossings was five-tenths cent per 100 pounds, said amount being the increase made in the rate from said origin to Chicago.

COMBINATION OF LOCALS OR PROPORTIONALS.

Through rates made on combination of locals or proportional rates were increased to extent of increase made in the locals or proportional rates applicable from and to the base point used.

Class and Commodity Rail and Lake Rates to Lake Huron, Lake Superior Michigan Ports, also St. Paul, Minn., etc.

CLASS.

The class rates from points in western New York and Pennsylvania, Ohio, Indiana, etc., to points named in caption were advanced on basis as follows: First, combination of locals on increased basis to and from Lake Erie ports were used; second, Baltimore rates on increased basis were applied as maxima; third, the usual grouping and adjustments were observed; fourth, customary differentials below all-rail rates were applied.

COMMODITY.

The commodity rates were obtained as follows: Manufactured iron and steel articles, rates were increased subject to foregoing principle as mentioned for class rates; cast-iron pipe, rates were increased subject to usual differentials under all-rail rates from base points to St. Paul, Minn.; miscellaneous commodities, joint through rates were increased 5 per cent.

RATES FOR RULES 25, 26, AND 28.

The rates for official classification rules 25, 26, and 28 were computed in accordance with rules mentioned therefor in current official classification.

Rule used for disposition of fractions of a cent when computing rates subject to 5 per cent advance, except from Canada.—Under five one-hundredths of a cent were omitted; five one-hundredths of a cent or higher were called one-tenth of a cent.

Illustrations.—.0514=.051; .05149=.051; .0515=.052.

Section 2.—*Rates from points west of Buffalo and Salamanca, N. Y., Pittsburgh, Pa., Parkersburg and Charleston, W. Va., to points east thereof.*

Class Rates.

The class rates from Chicago, Ill., to New York City were increased 5 per cent, viz:

Governed by official classification.

[Cents per 100 pounds.]

	Classes.					
	1	2	3	4	5	6
Present	75	65	50	35	30	25
Proposed	78.8	68.3	52.5	36.8	31.5	26.3

The class rates from other points in the territory described under section 1 to New York City were increased subject to the established percentage of the advanced basing rates as named above to apply from Chicago to New York City.

Illustration.—From Toledo, Ohio, to New York City the present and proposed rates, respectively, are 78 per cent of the figures named above. The rates to interior eastern basing points were computed subject to the established percentage of the advanced basing rates to New York City.

Illustration.—From Chicago to Albany, N. Y., the present and proposed rates, respectively, are 96 per cent of the figures shown above.

Illustration.—From Chicago to Rochester, N. Y., the present and proposed rates are 74 per cent of figures named above.

The rates to Boston rate territory are made subject to the following arbitraries in excess of the advanced rates to New York City:

	Classes.					
	1	2	3	4	5	6
Cents per 100 pounds	7	6	5	4	3	2

The advanced rates to Philadelphia rate points are made subject to an arbitrary of 2 cents per 100 pounds for all classes below the increased rates to New York City, and the advanced rates to Baltimore rate points are made subject to an arbitrary of 3 cents per 100 pounds below the increased rates to New York City.

The advanced rates to Newport News and Norfolk rate points are the increased rates to Baltimore, except from certain territory located south and east of Columbus, Ohio. From this excepted territory the usual practice was observed, and the increased rates from Columbus, Ohio, to Baltimore, Md., are applied as minima to Virginia cities.

In other words, the carriers in arriving at the advanced rates, as published in their tariffs, followed the same procedure as obtained in arriving at the present rates.

The following tables are illustrations from sundry percentage points in origin territory, as mentioned above, to basing points east of Buffalo and Pittsburgh:

TO BALTIMORE, MD.

From—	Classes (rates in cents per 100 pounds).					
	1	2	3	4	5	6
Cairo, Ill., 120 per cent:						
Present	87	75	57	39	33	27
Proposed	91.6	79	60	41.2	34.8	28.6
5 per cent advance	91.4	78.8	59.9	41	34.7	28.4
Chicago, Ill., 100 per cent:						
Present	72	62	47	32	27	22
Proposed	75.8	65.3	49.5	33.8	28.5	23.3
5 per cent advance	75.6	65.1	49.4	33.6	28.4	23.1
Cleveland, Ohio, 71 per cent:						
Present	50	43	32.5	22	18.5	14.5
Proposed	52.9	45.5	34.3	23.1	19.4	15.7
5 per cent advance	52.5	45.2	34.1	23.1	19.4	15.2
Cincinnati, Ohio, 87 per cent:						
Present	62	53.5	40.5	27.5	23	18.5
Proposed	65.6	56.4	42.7	29	24.4	19.9
5 per cent increase	65.1	56.2	42.5	28.9	24.2	19.4
Detroit, Mich., 78 per cent:						
Present	55.5	47.5	36	24.5	20.5	16.5
Proposed	58.5	50.3	38	25.7	21.6	17.5
5 per cent advance	58.3	49.9	37.8	25.7	21.5	17.3
Freeport, Ill., 122 per cent:						
Present	88.5	76.5	58	39.5	33.5	27.5
Proposed	93.1	80.3	61.1	41.9	35.4	29.1
5 per cent advance	92.9	80.3	60.9	41.5	35.2	28.9
Grand Rapids, Mich., 96 per cent:						
Present	69	59.5	45	30.5	26	21
Proposed	72.6	62.6	47.4	32.3	27.2	22.2
5 per cent advance	72.5	62.5	47.3	32	27.3	22.1
Indianapolis, Ind., 93 per cent:						
Present	66.5	57.5	43.5	29.5	25	20
Proposed	70.3	60.5	45.8	31.2	26.3	21.5
5 per cent advance	69.8	60.4	45.7	31	26.3	21
Peoria, Ill., 110 per cent:						
Present	79.5	68.5	32.6	35.5	30	24.5
Proposed	83.7	72.1	54.8	37.5	31.7	25.9
5 per cent advance	83.5	71.9	54.6	37.3	31.5	25.7
St. Louis, Mo., 117 per cent:						
Present	84.5	73	55.5	38	32	26
Proposed	89.2	76.9	58.4	40.1	33.9	27.8
5 per cent advance	88.7	76.7	58.3	39.9	33.6	27.3

TO BOSTON, MASS.

From—	Classes (rates in cents per 100 pounds).					
	1	2	3	4	5	6
Cairo, Ill., 120 per cent:						
Present	97	84	65	46	39	33
Proposed	101.6	88	68	48.2	40.8	34.6
5 per cent advance	101.9	88.2	68.3	48.3	41	34.6
Chicago, Ill., 100 per cent:						
Present	82	71	55	39	33	27
Proposed	85.8	74.3	57.5	40.8	34.5	28.3
5 per cent advance	86.1	74.6	57.8	41	34.7	28.4
Cincinnati, Ohio, 87 per cent:						
Present	72	62.5	48.5	34.5	29	23.5
Proposed	75.6	65.4	50.7	36	30.4	[illegible]
5 per cent advance	75.6	65.6	50.9	36.2	30.5	24.7
Cleveland, Ohio, 71 per cent:						
Present	60	52	40.5	29	24.5	19.5
Proposed	62.9	54.5	42.3	30.1	25.4	20.7
5 per cent advance	63	54.6	42.5	30.5	25.7	20.5
Detroit, Mich., 78 per cent:						
Present	65.5	56.5	44	31.5	26.5	21.5
Proposed	68.5	59.3	46	32.7	27.6	22.5
5 per cent advance	68.8	59.3	46.2	33.1	27.8	22.6
Freeport, Ill., 122 per cent:						
Present	98.5	85.5	66	46.5	39.5	32.5
Proposed	103.1	89.3	69.1	48.9	41.4	34.1
5 per cent advance	103.4	89.8	69.3	48.8	41.5	34.1
Grand Rapids, Mich., 96 per cent:						
Present	79	68.5	53	37.5	32	26
Proposed	82.6	71.6	55.4	39.3	33.2	27.1
5 per cent advance	83	71.9	55.7	39.4	33.6	27.1
Indianapolis, Ind., 93 per cent:						
Present	76.5	66.5	51.5	36.5	31	25
Proposed	80.3	69.5	53.8	38.2	32.3	26.5
5 per cent advance	80.3	69.8	54.1	38.3	32.6	26.3
Peoria, Ill., 110 per cent:						
Present	89.5	77.5	60	42.5	36	29.5
Proposed	93.7	81.1	62.8	44.5	37.7	30.9
5 per cent advance	94	81.4	63	44.6	37.8	31
St. Louis, Mo., 117 per cent:						
Present	94.5	82	63.5	45	38	31
Proposed	99.2	85.9	66.4	47.1	39.9	[illegible]
5 per cent advance	99.2	86.1	66.7	47.3	39.9	32.6

TO NEW YORK CITY.

From—	1	2	3	4	5	6
Cairo, Ill., 120 per cent:						
Present	90	78	60	42	36	30
Proposed	94.6	82	63	44.2	37.8	[illegible]
5 per cent advance	94.5	81.9	63	44.1	37.8	[illegible]
Chicago, Ill., 100 per cent:						
Present	75	65	50	35	30	25
Proposed	78.8	68.3	52.5	36.8	31.5	[illegible]
5 per cent advance	78.8	68.3	52.5	36.8	31.5	[illegible]
Cincinnati, Ohio, 87 per cent:						
Present	65	56.5	43.5	30.5	26	21.5
Proposed	68.6	59.4	45.7	32	27.4	[illegible]
5 per cent advance	68.3	59.3	45.7	32	27.3	[illegible]
Cleveland, Ohio, 71 per cent:						
Present	53	46	35.5	25	21.5	17.5
Proposed	55.9	48.5	37.3	26.1	22.4	[illegible]
5 per cent advance	55.7	48.3	37.3	26.3	22.6	[illegible]
Detroit, Mich., 78 per cent:						
Present	58.5	50.5	39	27.5	23.5	19.5
Proposed	61.5	53.3	41	28.7	24.6	[illegible]
5 per cent advance	61.4	53	41	28.9	24.7	[illegible]
Freeport, Ill., 122 per cent:						
Present	91.5	79.5	61	42.5	36.5	[illegible]
Proposed	96.1	83.3	64.1	44.9	38.4	[illegible]
5 per cent advance	96.1	83.5	64.1	44.6	38.3	[illegible]
Grand Rapids, Mich., 96 per cent:						
Present	72	62.5	48	33.5	29	24
Proposed	75.6	65.6	50.4	35.3	30.2	[illegible]
5 per cent advance	75.6	65.6	50.4	35.2	30.5	[illegible]
Indianapolis, Ind., 93 per cent:						
Present	69.5	60.5	46.5	32.5	28	23
Proposed	73.3	63.5	48.8	34.2	29.3	[illegible]
5 per cent advance	73	63.5	48.8	34.1	29.4	[illegible]
Peoria, Ill., 110 per cent:						
Present	83.3	71.5	55	38.5	33	[illegible]
Proposed	86.7	75.1	57.8	40.5	34.7	[illegible]
5 per cent advance	86.6	75.1	57.8	40.4	34.7	[illegible]
St. Louis, Mo., 117 per cent:						
Present	87.5	76	58.5	41	35	29
Proposed	92.2	79.9	61.4	43.1	36.9	[illegible]
5 per cent advance	91.9	79.8	61.4	43.1	36.8	[illegible]

TO PHILADELPHIA, PA.

From—	Classes (rates in cents per 100 pounds).					
	1	2	3	4	5	6
Cairo, Ill., 120 per cent:						
Present	88	76	58	40	34	28
Proposed	92.6	80	61	42.2	35.8	29.6
5 per cent advance	92.4	79.8	60.9	42	35.7	29.4
Chicago, Ill., 100 per cent:						
Present	73	63	48	33	28	23
Proposed	76.8	66.3	50.5	34.8	29.5	24.3
5 per cent advance	76.7	66.2	50.4	34.7	29.4	24.2
Cincinnati, Ohio, 87 per cent:						
Present	63	54.5	41.5	28.5	24	19.5
Proposed	66.6	57.4	43.7	30	25.4	20.9
5 per cent advance	66.2	57.2	43.6	29.9	25.2	20.5
Cleveland, Ohio, 71 per cent:						
Present	51	44	33.5	23	19.5	15.5
Proposed	53.9	46.5	35.3	24.1	20.4	16.7
5 per cent advance	53.6	46.2	35.2	24.2	20.5	16.3
Detroit, Mich., 78 per cent:						
Present	56.5	48.5	37	25.5	21.5	17.5
Proposed	59.5	51.3	39	26.7	22.6	18.5
5 per cent advance	59.3	50.9	38.9	26.8	22.6	18.4
Freeport, Ill., 122 per cent:						
Present	89.5	77.5	59	40.5	34.5	28.5
Proposed	94.1	81.3	62.1	42.9	36.4	30.1
5 per cent advance	94	81.4	62	42.5	36.2	29.9
Grand Rapids, Mich., 96 per cent:						
Present	70	60.5	46	31.5	27	22
Proposed	73.6	63.6	48.4	33.3	28.2	23.2
5 per cent advance	73.5	63.5	48.3	33.1	28.4	23.1
Indianapolis, Ind., 93 per cent:						
Present	67.5	58.5	44.5	30.5	26	21
Proposed	71.3	61.5	46.8	32.2	27.3	22.5
5 per cent advance	70.9	61.4	46.7	32	27.3	22.1
Peoria, Ill., 110 per cent:						
Present	80.5	69.5	53	36.5	31	25.5
Proposed	84.7	73.1	55.8	38.5	32.7	26.9
5 per cent advance	84.5	73	55.7	38.3	32.6	26.8
St. Louis, Mo., 117 per cent:						
Present	85.5	74	56.5	39	33	27
Proposed	90.2	77.9	59.4	41.1	34.9	28.8
5 per cent advance	89.8	77.7	59.3	41	34.7	28.4

TO ROCHESTER, N. Y.

Cairo, Ill., 120 per cent:						
Present	68.5	59.5	45.5	32	27.5	23
Proposed	71.9	62.3	47.9	33.6	28.7	24
5 per cent advance	71.9	62.5	47.8	33.6	28.9	24.2
Chicago, Ill., 100 per cent:						
Present	55.5	48	37	26	22	18.5
Proposed	58.3	50.5	38.9	27.2	23.3	19.5
5 per cent advance	58.3	50.4	38.9	27.3	23.1	19.4
Cincinnati, Ohio, 87 per cent:						
Present	48	42	32	22.5	19	16
Proposed	50.8	44	33.8	23.7	20.3	16.9
5 per cent advance	50.4	44.1	33.6	23.6	20	16.8
Cleveland, Ohio, 71 per cent:						
Present	33.5	29	22.5	15.5	13.5	11
Proposed	35.2	30.6	23.5	16.4	14.1	11.8
5 per cent advance	35.2	30.5	23.6	16.3	14.2	11.6
Detroit, Mich., 78 per cent:						
Present	40	34.5	26.5	18.5	16	13.5
Proposed	41.8	36.2	27.9	17.5	16.7	13.9
5 per cent advance	42	36.2	27.8	19.4	16.8	14.2
Freeport, Ill., 122 per cent:						
Present	69.5	60.5	46.5	32.5	27.5	23
Proposed	73	63.3	48.7	34.1	29.2	24.4
5 per cent advance	73	63.5	48.8	34.1	28.9	24.2
Grand Rapids, Mich., 96 per cent:						
Present	53.5	46	35.5	25	21.5	18
Proposed	55.9	48.5	37.3	26.1	22.3	18.6
5 per cent advance	56.2	48.3	37.3	26.3	22.6	18.9
Indianapolis, Ind., 93 per cent:						
Present	51.5	45	34.5	24	20.5	17
Proposed	54.2	47	36.1	25.3	21.7	18.1
5 per cent advance	54.1	47.3	36.2	25.2	21.5	17.9
Peoria, Ill., 110 per cent:						
Present	62.5	54.5	42	29.5	25	21
Proposed	65.9	57.1	43.9	30.8	26.4	22
5 per cent advance	65.6	57.2	44.1	31	26.3	22.1
St. Louis, Mo., 117 per cent:						
Present	66.5	58	44.5	31	26.5	22
Proposed	70.1	60.7	46.7	32.8	28	23.4
5 per cent advance	69.8	60.9	46.7	32.6	27.8	23.1

TO UTICA, N. Y.

From—	Classes (rates in cents per 100 pounds).					
	1	2	3	4	5	6
Cairo, Ill., 120 per cent:						
Present	82	71	54.5	38	33	[illegible]
Proposed	86.1	74.6	57.3	40.2	34.4	[illegible]
5 per cent advance	86.1	74.6	57.2	39.9	34.7	[illegible]
Chicago, Ill., 100 per cent:						
Present	67.5	58.5	45	31.5	27	[illegible]
Proposed	70.9	61.5	47.3	33.1	28.4	[illegible]
5 per cent advance	70.9	61.4	47.3	33.1	28.4	[illegible]
Cincinnati, Ohio, 87 per cent:						
Present	58.5	51	39	27.5	23.5	[illegible]
Proposed	61.7	53.5	41.1	28.8	24.7	[illegible]
5 per cent advance	61.4	53.6	41	28.9	24.7	[illegible]
Cleveland, Ohio, 71 per cent:						
Present	44	38	29.5	20.5	18	14.5
Proposed	46.4	40.3	31	21.7	18.6	[illegible]
5 per cent advance	46.2	39.9	31	21.5	18.9	[illegible]
Detroit, Mich., 78 per cent:						
Present	51	44	34	24	20.5	17
Proposed	53.5	46.4	35.7	25	21.4	[illegible]
5 per cent advance	53.6	46.2	35.7	25.2	21.5	[illegible]
Freeport, Ill., 122 per cent:						
Present	83.5	72.5	55.5	38.5	33	[illegible]
Proposed	87.5	75.8	58.3	40.9	34.9	[illegible]
5 per cent advance	87.7	76.1	58.3	40.4	34.7	[illegible]
Grand Rapids, Mich., 96 per cent:						
Present	65	56	43	30	26	[illegible]
Proposed	68	59	45.4	31.8	27.2	[illegible]
5 per cent advance	68.3	58.8	45.2	31.5	27.3	[illegible]
Indianapolis, Ind., 93 per cent:						
Present	62.5	54.5	42	29	25	[illegible]
Proposed	66	57.2	43.9	30.8	26.4	[illegible]
5 per cent advance	65.6	57.2	44.1	30.5	26.3	[illegible]
Peoria, Ill., 110 per cent:						
Present	75	65	50	35	30	25
Proposed	78.9	68.3	52.6	36.9	31.6	[illegible]
5 per cent advance	78.8	68.3	52.5	36.8	31.5	[illegible]
St. Louis, Mo., 117 per cent:						
Present	79.5	69	53	37.5	32	[illegible]
Proposed	83.9	72.7	55.9	39.2	33.6	28
5 per cent advance	83.5	72.5	55.7	39.4	33.6	[illegible]

COMMODITY RATES.

The commodity rates (which are commonly understood to mean rates applicable on articles that are not subject to the established class rates governed by official classification) from origin points west of Buffalo and Salamanca, N. Y., Pittsburgh, Pa., Parkersburg and Charleston, W. Va., included in boundary described under section 1 to points east thereof, were also advanced subject to 5 per cent increase in the basing rates applying to New York City.

Where a basing rate existed from Chicago to New York City, such basing rate was advanced 5 per cent, and the rates in effect from other points in said origin territory to New York City were computed on the established percentage of the advanced basing rate from Chicago to New York City.

Where there are commodity rates from origin points located in territory mentioned in section 1 and no commodity rates are now published from Chicago on like traffic, such commodity rates from each origin point to New York City were advanced 5 per cent.

The increased rates to Boston, Philadelphia, and Baltimore rate points are the established arbitraries in excess of or below (as the case may be) the increased rates to New York City.

The increased rates to Newport News and Norfolk rate points are the same as to Baltimore, subject to the usual exception from territory south and east of Columbus, Ohio; i. e., rates from Columbus, Ohio, to Baltimore are applied as minima.

The rates to interior eastern basing points were computed subject to the established percentage of the advanced basing rates to New York City, except where the present rates may have been arrived at subject to different procedure, in which event such procedure was observed in publication of increased rates.

The following are illustrations where commodity basing rates exist from Chicago to New York City:

TO BALTIMORE, MD.

Basis Chicago to New York City:	Commodity rates (in cents per 100 pounds).			
Present	22	21	20	17.5
Proposed	23.1	22.1	21	18.4
FROM—				
Cairo, Ill., 120 per cent:				
Present	23.5	22	21	18
Proposed	24.7	23.5	22.2	19.1
5 per cent advance	24.7	23.1	22.1	18.9
Chicago, Ill., 100 per cent:				
Present	19	18	17	14.5
Proposed	20.1	19.1	18	15.4
5 per cent advance	20	18.9	17.9	15.2
Cincinnati, Ohio, 87 per cent:				
Present	16	15.5	14.5	12
Proposed	17.1	16.2	15.3	13
5 per cent advance	16.8	16.3	15.2	12.6
Cleveland, Ohio. 71 per cent:				
Present	12.5	12	11	9.5
Proposed	13.4	12.7	11.9	10.1
5 per cent advance	13.1	12.6	11.6	10
Detroit, Mich., 78 per cent:				
Present	14	13.5	12.5	10.5
Proposed	15	14.2	13.4	11.4
5 per cent advance	14.7	14.2	13.1	11
Freeport, Ill., 122 per cent:				
Present	24	22.5	21.5	18.5
Proposed	25.2	24	22.6	19.4
5 per cent advance	25.2	23.6	22.6	19.4
Grand Rapids, Mich., 96 per cent:				
Present	18	17	16	14
Proposed	19.2	18.2	17.2	14.7
5 per cent advance	18.9	17.9	16.8	14.7
Indianapolis, Ind., 93 per cent:				
Present	17.5	16.5	15.5	13.5
Proposed	18.5	17.6	16.5	14.1
5 per cent advance	18.4	17.3	16.3	14.2
Peoria, Ill., 110 per cent:				
Present	21	20	19	16
Proposed	22.4	21.3	20.1	17.2
5 per cent advance	22.1	21	20	18.8
St. Louis, Mo., 117 per cent:				
Present	22.5	21.5	20.5	17.5
Proposed	24	22.9	21.6	18.5
5 per cent advance	23.6	22.6	21.5	18.4

TO BOSTON, MASS.

FROM—				
Cairo, Ill., 120 per cent:				
Present	28.5	27	26	23
Proposed	29.7	28.5	27.2	24.1
5 per cent advance	29.9	28.4	27.3	24.2
Chicago, Ill., 100 per cent:				
Present	24	23	22	19.5
Proposed	25.1	24.1	23	20.4
5 per cent advance	25.2	24.2	23.1	20.5
Cincinnati, Ohio, 87 per cent:				
Present	21	20.5	19.5	17
Proposed	22.1	21.2	20.3	18
5 per cent advance	22.1	21.5	20.5	17.9
Cleveland, Ohio, 71 per cent:				
Present	17.5	17	16	14.5
Proposed	18.4	17.7	16.9	15.1
5 per cent advance	18.4	17.9	16.8	15.2
Detroit, Mich., 78 per cent:				
Present	19	18.5	17.5	15.5
Proposed	20	19.2	18.4	16.8
5 per cent advance	20	19.4	18.4	16.3
Freeport, Ill., 122 per cent:				
Present	29	27.5	26.5	23.5
Proposed	30.2	29	27.6	24.4
5 per cent advance	30.5	28.9	27.8	24.7
Grand Rapids, Mich., 96 per cent:				
Present	23	22	21	19
Proposed	24.2	23.2	22.2	19.7
5 per cent advance	24.2	23.1	22.1	20
Indianapolis, Ind., 93 per cent:				
Present	22.5	21.5	20.5	18.5
Proposed	23.5	22.6	21.5	19.1
5 per cent advance	23.6	22.6	21.5	19.4
Peoria, Ill., 110 per cent:				
Present	26	25	24	21
Proposed	27.4	26.3	25.1	22.1
5 per cent advance	27.3	26.3	25.2	22.1
St. Louis, Mo., 117 per cent:				
Present	27.5	26.5	25.5	22.5
Proposed	29	27.9	26.6	23.5
5 per cent advance	28.9	27.8	26.8	23.6

TO NEW YORK CITY.

Basis Chicago to New York City:	Commodity rates (in cents pe 100 pounds).			
Present	22	21	20	17.5
Proposed	23.1	22.1	21	18.4
FROM—				
Cairo, Ill., 120 per cent:				
Present	26.5	25	24	21
Proposed	27.7	26.5	25.2	22.1
5 per cent advance	27.8	26.3	25.2	22.1
Chicago, Ill., 100 per cent:				
Present	22	21	20	17.5
Proposed	23.1	22.1	21	18.4
5 per cent advance	23.1	22.1	21	18.4
Cincinnati, Ohio, 87 per cent:				
Present	19	18.5	17.5	15
Proposed	20.1	19.2	18.3	16
5 per cent advance	20	19.4	18.4	15.8
Cleveland, Ohio, 71 per cent:				
Present	15.5	15	14	12.5
Proposed	16.4	15.7	14.9	13.1
5 per cent advance	16.3	15.8	14.7	13.1
Detroit, Mich., 78 per cent:				
Present	17	16.5	15.5	13.5
Proposed	18	17.2	16.4	14.4
5 per cent advance	17.9	17.3	16.3	14.2
Freeport, Ill., 122 per cent:				
Present	27	25.5	24.5	21.5
Proposed	28.2	27	25.6	22.4
5 per cent advance	28.4	26.8	25.7	22.6
Grand Rapids, Mich., 96 per cent:				
Present	21	20	19	17
Proposed	22.2	21.2	20.2	17.7
5 per cent advance	22.1	21	20	17.9
Indianapolis, Ind., 93 per cent:				
Present	20.5	19.5	18.5	16.5
Proposed	21.5	20.6	19.5	17.1
5 per cent advance	21.5	20.5	19.4	17.3
Peoria, Ill., 110 per cent:				
Present	24	23	22	19
Proposed	25.4	24.3	23.1	20.2
5 per cent advance	25.2	24.2	23.1	20
St. Louis, Mo., 117 per cent:				
Present	25.5	24.5	23.5	20.5
Proposed	27	25.9	24.6	21.5
5 per cent advance	26.8	25.7	24.7	21.5

TO PHILADELPHIA, PA.

Cairo, Ill., 120 per cent:				
Present	24.5	23	22	19
Proposed	25.7	24.5	23.2	20.1
5 per cent advance	25.7	24.2	23.1	20
Chicago, Ill., 100 per cent:				
Present	20	19	18	15.5
Proposed	21.1	20.1	19	16.4
5 per cent advance	21	20	18.9	16.3
Cincinnati, Ohio, 87 per cent:				
Present	17	16.5	15.5	13
Proposed	18.1	17.2	16.3	14
5 per cent advance	17.9	17.3	16.3	13.7
Cleveland, Ohio, 71 per cent:				
Present	13.5	13	12	10.5
Proposed	14.4	13.7	12.9	11.1
5 per cent advance	14.2	13.7	12.6	11
Detroit, Mich., 78 per cent:				
Present	15	14.5	13.5	11.5
Proposed	16	15.2	14.4	12.4
5 per cent	15.8	15.2	14.2	12.1
Freeport, Ill., 122 per cent:				
Present	25	23.5	22.5	19.5
Proposed	26.2	25	23.6	20.4
5 per cent advance	26.3	24.7	23.6	20.5
Grand Rapids, Mich., 96 per cent:				
Present	19	18	17	15
Proposed	20.2	19.2	18.2	15.7
5 per cent advance	20	18.9	17.9	15.8
Indianapolis, Ind., 93 per cent:				
Present	18.5	17.5	16.5	14.5
Proposed	19.5	18.6	17.5	15.1
5 per cent advance	19.4	18.4	17.3	15.2
Peoria, Ill., 110 per cent:				
Present	22	21	20	17
Proposed	23.4	22.3	21.1	18.2
5 per cent advance	23.1	22.1	21	17.9
St. Louis, Mo., 117 per cent:				
Present	23.5	22.5	21.5	18.5
Proposed	25	23.9	22.6	19.5
5 per cent advance	24.7	23.6	22.6	19.4

TO ROCHESTER, N. Y.

Basis Chicago to New York City:	Commodity rates (in cents per 100 pounds).			
Present	22	21	20	17.5
Proposed	23.1	22.1	21	18.4
FROM—				
Cairo, Ill., 120 per cent:				
Present	20.5	1	20.5	18
Proposed	21.6	20.1	21.6	19.1
5 per cent advance	21.5	20	21.5	18.9
Chicago, Ill., 100 per cent:				
Present	16.5	16.5	16.5	14.5
Proposed	17.5	17.5	17.5	15.4
5 per cent advance	17.3	17.3	17.3	15.2
Cincinnati, Ohio, 87 per cent:				
Present	14	13.5	14	12
Proposed	14.9	14.2	14.8	13
5 per cent advance	14.7	14.2	14.7	12.6
Cleveland, Ohio, 71 per cent:				
Present	11	9.5	11	9.5
Proposed	11.6	10	11.6	10.1
5 per cent advance	11.6	10	11.6	10
Detroit, Mich., 78 per cent:				
Present	12	12	12	10.5
Proposed	13	13	13	11.4
5 per cent advance	12.6	12.6	12.6	11.6
Freeport, Ill., 122 per cent:				
Present	21	21	21	18.5
Proposed	22	22	22	19.4
5 per cent advance	22.1	22.1	22.1	19.4
Grand Rapids, Mich., 96 per cent:				
Present	15.5	15	15.5	14
Proposed	16.7	15.7	16.7	14.7
5 per cent advance	16.3	15.8	16.3	14.7
Indianapolis, Ind., 93 per cent:				
Present	15	14.5	15	13.5
Proposed	16.1	16.1	16.1	14.1
5 per cent advance	15.8	15.2	15.8	14.2
Peoria, Ill., 110 per cent:				
Present	18.5	17.5	18.5	16
Proposed	19.6	18.5	19.6	17.2
5 per cent advance	19.4	18.4	19.4	16.8
St. Louis, Mo., 117 per cent:				
Present	20	18.5	20	17.5
Proposed	21	19.7	21	18.5
5 per cent advance	21	19.4	21	18.4

TO UTICA, N. Y.

Cairo, Ill., 120 per cent:				
Present	24	22.5	22	19
Proposed	25.2	24.1	22.9	20.1
5 per cent advance	25.2	23.6	23.1	20
Chicago, Ill., 100 per cent:				
Present	20	19	18	15.5
Proposed	20.8	19.9	18.9	16.6
5 per cent advance	21	20	18.9	16.3
Cincinnati, Ohio, 87 per cent:				
Present	17	16.5	15.5	13.5
Proposed	18.1	17.3	16.5	14.4
5 per cent advance	17.9	17.3	16.3	14.2
Cleveland, Ohio, 71 per cent:				
Present	13	12.5	11.5	10.5
Proposed	13.6	13	12.4	10.9
5 per cent advance	13.7	13.1	12.1	11
Detroit, Mich., 78 per cent:				
Present	15	14.5	13.5	11.5
Proposed	15.7	15	14.3	12.5
5 per cent advance	15.8	15.2	14.2	12.1
Freeport, Ill., 122 per cent:				
Present	24.5	23	22.5	19.5
Proposed	25.7	24.6	23.3	20.4
5 per cent advance	25.7	24.2	23.6	20.5
Grand Rapids, Mich., 96 per cent:				
Present	19	18	17	15.5
Proposed	20	19.1	18.2	15.9
5 per cent advance	20	18.9	17.9	16.3
Indianapolis, Ind., 93 per cent:				
Present	18.5	17.5	16.5	15
Proposed	19.4	18.5	17.6	15.4
5 per cent advance	19.4	18.4	17.3	15.8
Peoria, Ill., 110 per cent:				
Present	22	21	20	17.5
Proposed	23.1	22.1	21	18.4
5 per cent advance	23.1	22.1	21	18.4
St. Louis, Mo., 117 per cent:				
Present	23	22.5	21.5	18.5
Proposed	24.6	23.5	22.4	19.6
5 per cent advance	24.2	23.6	22.6	19.4

In brief, the method employed in arriving at the present rates to eastern basing points was used in arriving at proposed rates.

The following illustrates the procedure as outlined above with reference to several commodities where basing rate exists from interior points and not from Chicago:

[Commodities in cents per 100 pounds.]

Commodity.	From—	Present.	Proposed.	Actual 5 per cent.
Barium, sulphate, from west of Mississippi River.	East St. Louis	23	24.2	[illegible]
Last blocks	Gaylord, Mich	27.5	28.9	[illegible]
Grindstones	Grindstone City, Mich	22	23.1	[illegible]
	Point Austin and Ubly, Mich	22	23.1	[illegible]
	Ceylon, Kipman, and Wakeman, Ohio	19	20	[illegible]
Lignite	East St. Louis, Ill., and St. Louis, Mo	25	26.3	[illegible]
Lime, acetate of	Antrim, Mich	28.5	29.9	[illegible]
	Boyne City, Mich	30	31.5	[illegible]
	Cadillac, Mich	27.5	28.9	[illegible]
	East St. Louis, Ill	30.5	32	[illegible]

IRON AND STEEL FROM CLEVELAND, YOUNGSTOWN, ETC.

The advanced rates on manufactured iron and steel articles, billets, pig iron, and articles taking the same rates from Youngstown, Cleveland, Zanesville, and Marietta districts were computed on the established differentials in excess of or below (as the case may be) the advanced rates published on like traffic from Pittsburgh, Pa., which was also the basis employed in arriving at the present rates, viz: To New York City from Youngstown, Ohio, add 2 cents per 100 pounds, or 40 cents per ton, gross or net, as the case may be; from Cleveland, Ohio, add 3 cents per 100 pounds, or 60 cents per ton, gross or net, as the case may be; from Marietta, Ohio, add 3½ cents per 100 pounds, or 70 cents per ton, gross or net, as the case may be; from Zanesville, Ohio, add 3½ cents per 100 pounds, or 70 cents per ton, gross or net, as the case may be.

The amounts added or deducted from the Pittsburgh rates in order to obtain increased rates to other eastern basing points may be the same or vary from amounts mentioned above, but the basis used is the same employed in obtaining current rates.

The following illustrates this situation:

FROM CLEVELAND, OHIO.

To—	Iron and steel articles, classified in official classification.			Billets, etc. (c. l.).	Pig iron, etc. (c. l.).
	Classes.				
	Fourth (l. c. l.).	Fifth (c. l.).	Sixth (c. l.).		
Baltimore, Md.:	*Cents.*	*Cents.*	*Cents.*		
Present	21	18	15	$2.90	[illegible]
Proposed	22.1	18.9	15.8	3.06	[illegible]
5 per cent advance	22.1	18.9	15.8	3.04	[illegible]
Boston, Mass.:					
Present	27	23.5	20	3.60	[illegible]
Proposed	28.1	24.4	20.8	3.76	[illegible]
5 per cent advance	28.4	24.7	21	3.78	[illegible]
New York, N. Y.:					
Present	24	21	18	3.20	[illegible]
Proposed	25.1	21.9	18.8	3.36	[illegible]
5 per cent advance	25.2	22.1	18.9	3.36	[illegible]
Philadelphia, Pa.:					
Present	22	19	16	3.00	[illegible]
Proposed	23.1	19.9	16.8	3.16	[illegible]
5 per cent advance	23.1	20	16.8	3.16	[illegible]
Rochester, N. Y.:					
Present	15	13	11	1.90	[illegible]
Proposed	15.9	13.6	11.4	1.98	[illegible]
5 per cent advance	15.8	13.7	11.6	2.00	[illegible]
Utica, N. Y.:					
Present	19.5	16.5	14	2.40	[illegible]
Proposed	20.3	17.4	14.5	2.54	[illegible]
5 per cent advance	20.5	17.3	14.7	2.52	[illegible]
Virginia cities:					
Present	....	....	....	3.00	[illegible]
Proposed	....	....	....	3.16	[illegible]
5 per cent advance	....	....	....	3.16	[illegible]

FROM YOUNGSTOWN, OHIO.

To—	Iron and steel articles, classified in official classification.			Billets, etc. (c.l.).	Pig iron, etc. (c.l.).
	Classes.				
	Fourth (l.c.l.).	Fifth (c.l.).	Sixth (c.l.).		
Baltimore, Md.:	*Cents.*	*Cents.*	*Cents.*		
Present	20	17	14	$2.70	$2.55
Proposed	21.1	17.9	14.8	2.86	2.68
5 per cent advance	21	17.9	14.7	2.84	2.68
Boston, Mass.:					
Present	26	22.5	19	3.40	3.05
Proposed	27.1	23.4	19.8	3.56	3.18
5 per cent advance	27.3	23.6	20	3.58	3.20
New York, N. Y.:					
Present	23	20	17	3.00	2.85
Proposed	24.1	20.9	17.8	3.16	2.98
5 per cent advance	24.2	21	17.9	3.16	3.00
Philadelphia, Pa.:					
Present	21	18	15	2.80	2.65
Proposed	22.1	18.9	15.8	2.96	2.78
5 per cent advance	22.1	18.9	15.8	2.94	2.78
Rochester, N. Y.:					
Present	14.5	12.5	10.5	1.80	1.70
Proposed	15.4	13.1	10.9	1.88	1.76
5 per cent advance	15.2	13.1	11	1.90	1.78
Utica, N. Y.:					
Present	19.5	16.5	13.5	2.30	2.20
Proposed	20.3	17.4	14	2.44	2.28
5 per cent advance	20.5	17.3	14.2	2.42	2.32
Virginia cities:					
Present				3.00	2.85
Proposed				3.16	2.98
5 per cent advance				3.16	3.00

FROM ZANESVILLE, OHIO.

Baltimore, Md.:					
Present	23	19	15.5	$3.00	$2.85
Proposed	24.2	20.3	16.5	3.16	2.89
5 per cent advance	24.2	20	16.3	3.16	3.00
Boston, Mass.:					
Present	30	25	20.5	3.70	3.55
Proposed	31.2	26.3	21.5	3.86	3.68
5 per cent advance	31.5	26.3	21.5	3.88	3.73
New York, N. Y.:					
Present	26	22	18.5	3.30	3.15
Proposed	27.2	23.3	19.5	3.46	3.28
5 per cent	27.3	23.1	19.4	3.46	2.96
Philadelphia, Pa.:					
Present	24	20	16.5	3.10	2.50
Proposed	25.2	21.3	17.5	3.26	3.08
5 per cent advance	25.2	21	17.3	3.26	3.10
Rochester, N. Y.:					
Present	18.5	15	12	2.30	2.20
Proposed	19.3	15.8	13.3	2.38	2.26
5 per cent advance	19.4	15.8	12.6	2.42	2.32
Utica, N. Y.:					
Present	22.5	19	16	2.60	2.50
Proposed	23.7	20.3	17	2.74	2.58
5 per cent advance	23.6	20	16.8	2.74	2.62
Virginia cities:					
Present				3.00	2.85
Proposed				3.16	2.98
5 per cent advance				3.16	3.00

GRAIN AND GRAIN PRODUCTS, LOCAL RATES.

The rates on grain and grain products, carloads, from points in territory mentioned under section 1 located east of the Indiana-Illinois State line to New York City were advanced 1 cent per 100 pounds over current rates, which is 5 per cent over current rates from points adjacent to said State line, and the present differences in the rates as between the respective groups were preserved. A further justification of 1-cent advance from origin groups referred to is that the rates from points west thereof in Illinois and on Mississippi River were checked in, subject to an increase which is 1 cent per 100 pounds (with some exceptions) over current rates. The carriers east of said line felt it proper and necessary that the amount of the advance in their rates should be the same as from Illinois points, because the present grouping arrangement was adopted with the thought in mind that the rate difference as between the groups would be maintained in case of subsequent changes.

The rates to other eastern basing points were established subject to usual rules applicable to grain and grain products.

RESHIPPING GRAIN.

The reshipping rates on grain, carloads, from Chicago, Peoria, East St. Louis, and Milwaukee were advanced subject to 5 per cent increase in basing rates applying from Chicago to New York City, and the rates to other eastern basing points were made subject usual basis. The rates from East St. Louis and Peoria were established subject to usual arbitraries over Chicago.

RESHIPPING GRAIN PRODUCTS.

The reshipping rates on grain products, carloads, from Chicago, Peoria, East St. Louis, and Milwaukee to New York City were advanced to the extent of the increase made in the rates on grain from same origin points to New York City, the object being to preserve the existing difference as between the rates on grain and grain products, and the rates to other eastern basing points were obtained subject to the rule that governed establishment of the present rates.

The following are present and proposed rates, also figures showing 5 per cent increase over current rates:

Reshipping rates.

From –	To—							
	Albany.		Baltimore.		Boston.		New York.	
	Grain.	Grain products.	Grain.	Grain products.	Grain.	Grain products.	Grain.	Grain products.
Chicago:	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Present	15.5	16.2	13	13.7	18	18.7	16	16.7
Proposed	16.1	16.8	13.8	14.5	18.8	19.5	16.8	17.5
5 per cent advance	16.3	17.1	13.7	14.5	18.9	19.7	16.8	17.6
Peoria:								
Present	17	17.7	14.5	15.2	19.5	20.2	17.5	18.2
Proposed	17.6	18.3	15.3	16	20.3	21	18.3	19
5 per cent advance	17.9	18.5	15.2	16	20.5	21.1	18.4	19.1
East St. Louis:								
Present	18.5	19.2	16	16.7	21	21.7	19	19.7
Proposed	19.1	19.8	16.8	17.5	21.8	22.5	19.8	20.5
5 per cent advance	19.4	20.2	16.8	17.6	22.1	22.6	20	20.6

	To—							
	Philadelphia.		Rochester.		Syracuse.		Utica.	
Chicago:								
Present	14	14.7	13	13.7	13	13.7	14.5	14.7
Proposed	14.8	15.5	13.8	14.5	13.8	14.5	15.1	15.8
5 per cent advance	14.7	15.5	13.7	14.5	13.7	14.5	15.2	15.5
Peoria:								
Present	15.5	16.2	14.5	15.7	14.5	15.2	16	16.7
Proposed	16.3	16	15.3	16	15.3	16	16.6	17.3
5 per cent advance	16.3	17.1	15.2	16.4	15.2	16	16.8	17.1
East St. Louis:								
Present	17	17.7	16	16.7	16	16.7	17.5	17.7
Proposed	17.8	18.5	16.8	17.5	16.8	17.5	18.1	18.8
5 per cent advance	17.9	18.5	16.8	17.6	16.8	17.6	18.4	18.5

BY-PRODUCTS OF GRAIN, ETC.,

Domestic.—The rates on commodities in by-products of grain list, from points located in territory described under section 1 to points east of Buffalo and Salamanca, N. Y., Pittsburgh, Pa., Charleston and Parkersburg, W. Va., were advanced as follows: From Chicago to New York City the basing rate was increased from 17½ cents to 18½ cents per 100 pounds. From points taking 100 per cent and less the increased rates were obtained as follows: To New York City the established percentage of the increased rates from Chicago to New York City; to Boston, Philadelphia, Baltimore, Newport News, and Norfolk rate points the usual arbitraries above or below, as the case may be, the rates to New York City; to interior basing points the established percentage of the increased rates to New York City, subject to the usual minimum; the rates from points west and south of Chicago, taking in excess of 100 per cent of Chicago to New York rates, were established, subject to following arbitraries over the increased rates from Chicago:

From—	Cents per 100 pounds.	From—	Cents per 100 pounds.
103 per cent	0.5	116 per cent	3.0
104 per cent	.5	117 per cent	3.0
105 per cent	1.0	118 per cent	3.0
108 per cent	1.5	120 per cent	3.5
110 per cent	1.5	122 per cent	4.0
112 per cent	2.0	123 per cent	4.0
113 per cent	2.5	124 per cent	4.0
114 per cent	2.5	125 per cent	4.5
115 per cent	2.5		

Export.—The rates on by-products of grain, etc., from points located in territory described under section 1, when for export, were advanced as follows: From Chicago to New York City the basing rate was increased 5 per cent. From points taking 100 per cent and less the increased rates were obtained as follows: To New York City established percentage of the increased rates from Chicago to New York City; to Boston, Philadelphia, Baltimore, Newport News, and Norfolk the usual rule was observed. From points west and south of Chicago taking in excess of 100 per cent of Chicago to New York rate the arbitraries above referred to were added to the increased rates from Chicago.

LUMBER, ETC., FROM MICHIGAN (LOWER PENINSULA).

The rates on lumber and articles usually taking same rates, c. l., from many points in lower peninsula of Michigan to New York City were advanced, subject to same increase as was made in the sixth-class rates through observance of 2-cent differential below increased sixth-class rates, except that from Ludington, Frankfort, and points immediate thereto the Milwaukee, Wis., sixth-class rates on increased bases were applied as maxima (this being method also used to obtain present rates).

Examples.—(*a*) The present rate on lumber from Cadillac to New York City is 25 cents and proposed rate is 26.3 cents, which is the sixth-class rate from Milwaukee applied as maxima.

(*b*) The present rate from Grand Rapids, Mich., to New York City is 22 cents per 100 pounds, and the proposed sixth class is 25.2 cents; deducting 2 cents results in proposed lumber rate of 23.2 cents.

(*c*) The present rate from Mackinaw City to New York City is 28 cents per 100 pounds; the proposed sixth-class rate is 31.6 cents; deducting 2 cents leaves 29.6 cents, which is the proposed rate on lumber.

The rates to Boston, Philadelphia, Baltimore, Newport News, and Norfolk were made established arbitrary over or under (as the case may be) rates to New York City. The rates to interior eastern basing points were figured on the established percentage of the increased rates to New York City.

SASH, DOORS, AND BLINDS FROM MICHIGAN (LOWER PENINSULA).

The rates on sash, doors, blinds, and moldings, c. l., from lower peninsula of Michigan to points east of Buffalo, Salamanca, Pittsburgh, and Charleston were arrived at in manner outlined above for lumber, except that fifth-class rates instead of sixth-class rates were used as a basis.

COTTON.

The rates on cotton, cotton linters, and cotton regins from Ohio and Mississippi River crossings to Buffalo, Salamanca, N. Y., Pittsburgh, Pa., Charleston, W. Va., and points east thereof were advanced by increasing the rates to New York City 5 per cent on compressed cotton, etc., and the current compression charge was added thereto to obtain increased rates on uncompressed cotton, etc. The increased rates to other eastern basing points were obtained by current differentials being added to or subtracted from increased rates to New York City.

EXTRATERRITORIAL.

South.—The class and commodity rates from Memphis, Tenn., to Buffalo, N. Y., Pittsburgh, Pa., Charleston, W. Va., and points east thereof were increased subject to established arbitraries in excess of the increased rates established from St. Louis, Mo., to same destinations.

Northwest.—The joint through commodity rates from Minneapolis. St. Paul, Duluth rate territories were increased amount equal to the increase made in the rates from Chicago to same destinations.

Illustration.—The current rate on grain products from Minneapolis to New York City is 25 cents per 100 pounds, and the advanced rate is 25.8 cents because eight-tenths is the increase made in the present reshipping rate of 16.7 cents from Chicago to New York City.

South (from Lexington (Ky.) group).—The rates from Lexington (Ky.) group to points east of Buffalo and Pittsburgh were advanced subject to increased basis published from Louisville, Ky., to same destinations.

CLASS AND COMMODITY.

RAIL—LAKE-AND-RAIL.

The rates from points in western Indiana, also Illinois and on Mississippi River to Buffalo, Salamanca, N. Y., Pittsburgh, Pa., and points east thereof were advanced subject to established differentials less than the all-rail rates on the increased basis.

The following table illustrates this situation:

TO NEW YORK CITY.

From—	Classes (in cents per 100 pounds).					
	1	2	3	4	5	6
Peoria, Ill.:						
Present	70.5	61.5	48	33.5	29	[illegible]
Proposed	74.7	65.1	50.8	35.5	30.7	[illegible]
5 per cent advance	74	64.6	50.4	35.2	30.5	[illegible]
St. Louis, Mo.:						
Present	75.5	66	51.5	36	31	25
Proposed	80.2	69.9	54.4	38.1	32.9	[illegible]
5 per cent advance	79.3	69.3	54.1	37.8	32.6	[illegible]

TO SYRACUSE, N. Y.

From—	1	2	3	4	5	6
Peroia, Ill.:						
Present	57.5	50	39	27.5	23.5	[illegible]
Proposed	60.8	53.1	41.6	29	25.1	[illegible]
5 per cent advance	60.4	52.5	41	28.9	24.7	[illegible]
St. Louis, Mo.:						
Present	61.5	54	42	29.5	25.5	[illegible]
Proposed	65.4	57.1	44.6	31.2	27	[illegible]
5 per cent advance	64.8	56.7	41.1	31	26.8	[illegible]

RAIL-AND-OCEAN.

The rates from points in territory described in section 1 to North Atlantic seaboard ports were advanced subject to the established differentials less than the all-rail rates on increased basis.

The following table will illustrate this situation:

TO NEW YORK CITY.

From—	Classes (in cents per 100 pounds).					
	1	2	3	4	5	6
Peoria, Ill.:						
Present	79.5	68.5	52	36.5	31.5	25.5
Proposed	83.7	72.1	54.8	37.5	32.7	26.9
5 per cent advance	83.5	71.9	54.6	38.3	32.6	26.8
St. Louis, Mo.:						
Present	79.5	70	54.5	38	33	27
Proposed	84.2	73.9	57.4	40.1	34.9	28.8
5 per cent advance	83.5	73.5	57.2	39.9	34.7	28.4

TO BOSTON, MASS.

From—	1	2	3	4	5	6
Peoria, Ill.:						
Present	81.5	71.5	56	39.5	34	27.5
Proposed	85.7	75.1	58.8	41.5	35.7	28.9
5 per cent advance	85.6	75.1	58.8	43.6	35.7	28.9
St. Louis, Mo.:						
Present	86	75.5	59	41.5	36	29
Proposed	91.2	79.9	62.4	44.1	37.9	30.8
5 per cent advance	90.3	79.3	62	43.6	37.8	30.5

ARBITRARIES OVER BASE POINTS.

The rates to eastern points which make on arbitraries over rates to the base point will continue to be made in the same manner subject to the increased rate to the base point.

If desired, I can submit tables showing figures used by carriers in preparing class and commodity tariffs when rates were increased laterally 5 per cent. Such tables would not, however, apply where established differentials were employed or where rates were computed on established per cent of the rates to New York City.

Rule used for disposition of fractions of a cent when computing rates subject to 5 per cent advance except from Canada.—Under five one-hundredths of a cent were omitted; five one-hundredths of a cent or higher were called one-tenth of a cent.

Illustrations.—.0514=.051; .05149=.051; .0515=.052.

SECTION 3.—*Rates from and to Canada east of Detroit and St. Clair Rivers.*

The rates between points in Canada east of Detroit and St. Clair Rivers and points located in territory as described in section 1 were increased as follows:

EASTBOUND—CLASS.

(1) *From points in territory described in section 1.*—(*a*) To Toronto, Ontario, and west thereof to Detroit and St. Clair Rivers: Class rates of 5¾ cents per 100 pounds and less were increased one-fourth of 1 cent; rates in excess of 5¾ cents were increased 5 per cent minimum increase, one-fourth of 1 cent per 100 pounds, except that from points in Indiana and Illinois (excluding a few points south of Chicago adjacent to Indiana-Illinois State line), taking 100 per cent or higher of Chicago-to-Montreal, Province of Quebec, rates to Toronto and points west thereof the increased rates to Buffalo, N. Y., were applied as maxima. (Buffalo rates were obtained subject to established percentage of increased rates from same origin points to New York City. See sec. 1.)

(*b*) To points east of Toronto, Ontario: Class rates from Chicago, Ill., to Montreal, Province of Quebec, were advanced 5 per cent, viz:

Governed by official classification.

[Cents per 100 pounds.]

	Classes—					
	1	2	3	4	5	6
Present	75	65	50	35	30	25
Proposed	78.8	68.3	52.5	36.8	31.5	26.3

And the rates from other points located in territory described in section 1 were published, subject to established percentage of the increased basing rates from Chicago to Montreal.

To other basing points in Canada located east of Toronto, Ontario, the rates were advanced subject to the established percentage of the increased rates applying from same origin points to Montreal.

EASTBOUND—COMMODITY.

From points in territory described in section 1.—(*a*) To Toronto and west thereof to Detroit and St. Clair Rivers: Commodity rates of 5¾ cents per 100 pounds and less were increased one-fourth of 1 cent; rates in excess of 5¾ cents were increased 5 per cent, minimum increase one-fourth cent, and Boston rates on increased basis were applied as maxima.

(*b*) To points east of Toronto, Ontario: Commodity rates to destinations mentioned are subject to increased rates to Boston as maxima. If increased class rates governed by official classification are lower, latter necessarily apply.

Rates based on arbitraries.—To Canadian points to which rates make on arbitraries over base points the current arbitraries were added to the increased rates established to the base points.

Commodity—Per cent of class rates.—Commodity rates now based on percentages of the established class rates are published subject to same percentage of the increased class rates.

Rates on brick, sand, etc.—The rates on brick and articles usually taking brick rates, also sand, c. l., from points included in territory described in section 1 to points in Canada east of Detroit and St. Clair Rivers were advanced subject to increased local rates to Candian frontier points plus specifics from said frontier, which were increased 5 per cent.

Rule used for disposition of fractions of a cent when computing rates subject to 5 per cent advance, except from Canada.—Under five one-hundredths of a cent were omitted; five one-hundredths of a cent and higher were called one tenth of a cent.

Illustrations.—.0514=.051; .05149=.051; .05150=.052.

WESTBOUND—CLASS.

(2) *From points in Canada east of Detroit and St. Clair Rivers.*—(*a*) To points in territory described in section 1: Class rates were increased 5 per cent, except that the differential rates on increased basis from New York City via New London, Conn., were applied as maxima from Montreal and west thereof.

WESTBOUND—COMMODITY.

Commodity rates per 100 pounds were increased 5 per cent.

Commodity rates per ton were increased 5 per cent on per ton basis minimum increase 5 cents per ton, except that the differential rates on increased basis from New York City via New London, Conn., were applied as maxima from Montreal and west thereof.

CANADA—EASTBOUND AND SOUTHBOUND TO EASTERN POINTS.

(3) *From points in Canada east of Detroit and St. Clair Rivers.*—To points east of Buffalo, Salamanca, and Pittsburgh: Class and commodity rates per 100 pounds were increased 5 per cent.

Commodity rates per ton were increased 5 per cent on per ton basis, minimum increase 5 cents per ton.

The rates from Detroit and Port Huron, Mich., on increased basis were applied as maxima from intermediate points in Canada.

To Boston, Portland, and other New England points present differentials over increased rates to New York City were continued.

Rule used for disposition of fractions of a cent when computing rates per 100 pounds subject to 5 per cent increase from Canada.—(*a*) Rates applying per 100 pounds: Twenty-five one-hundredths and under omitted; over twenty-five one-hundredths to and including seventy-five one-hundredths made one-half cent; over seventy-five one-hundredths made 1 cent.

(*b*) Rates applying per ton: Less than fifty one-hundredths of a cent omitted; fifty one-hundredths of a cent or higher called 1 cent.

EXHIBIT A.—*Class rates on present basis and on basis of 5 per cent increase.*

[Pages 1-14.]

FROM BUFFALO, N. Y.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y.:												
Cambridge, Ohio	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Chicago, Ill	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Cincinnati, Ohio	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Cleveland, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Columbus, Ohio	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Detroit, Mich	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
East St. Louis, Ill	56.5	49	37.5	26	22.5	18.5	59.5	51.5	39.6	27.8	23.8	19.9
Evansville, Ind	51	44.5	34	24	20.5	17	53.8	46.6	35.8	25.1	21.5	17.9
Fort Wayne, Ind	41	35	26	18	15	12	43.1	56.8	27.3	18.9	15.8	12.6
Grand Rapids, Mich	44.5	38.5	29	20.5	17.5	14.5	46.7	40.4	30.5	21.5	18.4	15.2
Howard City, Mich	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Indianapolis, Ind	44.5	38.5	29	20.5	17.5	14.5	46.7	40.4	30.5	21.5	18.4	15.2
Lima, Ohio	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Logansport, Ind	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Mackinaw City, Mich	63	54.5	42	29.5	25	21	66.2	57.2	44.1	31	26.3	22.1
Marietta, Ohio	41	35	27	18.5	15.5	13	43.1	36.8	28.4	19.4	16.3	13.7
Marion, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Muncie, Ind	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Peoria, Ill	51	44.5	34	24	20.5	17	53.8	46.6	35.8	25.1	21.5	17.9
Pittsburgh, Pa	35	30	22	14.5	11.5	10	36.8	31.5	23.1	15.2	12.1	10.5
Portsmouth, Ohio	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Richmond, Ind	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Sandusky, Ohio	35	30	22.5	15	13	10	36.8	31.5	23.6	15.8	13.7	10.5
Toledo, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Youngstown, Ohio	26	23	18	12.5	9.5	8	27.3	24.2	18.9	13.1	10	8.4
FROM CHICAGO, ILL.												
Buffalo, N. Y	45	39	30	21	18	15	47.3	41	61.5	22.1	18.9	15.8
Cambridge, Ohio	44	37.5	28.5	19	16.5	13.5	46.2	39.4	29.9	20	17.3	14.2
Chicago, Ill.:												
Cincinnati, Ohio	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Cleveland, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Columbus, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Detroit, Mich	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5

East St. Louis, Ill.:												
Evansville, Ind.	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Fort Wayne, Ind.	28.5	25	20	13.5	10.5	8.5	29.9	26.3	21	14.2	11	8.9
Grand Rapids, Mich.	33	28.5	22	15	12	9.5	34.7	29.9	23.1	15.8	12.6	10
Howard City, Mich.	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Indianapolis, Ind.	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Lima, Ohio	37	32	23.5	16.1	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Logansport, Ind.	26	23	19.5	13	10	8.5	27.3	24.2	20.5	13.7	10.5	8.9
Mackinaw City, Mich.	55	45	35	26	20	16	57.8	47.3	36.8	27.3	21	16.8
Marietta, Ohio	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Marion, Ohio	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Muncie, Ind.	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Pittsburgh, Pa.	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Portsmouth, Ohio	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Richmond, Ind.	36	31	23	16	13	10.5	37.8	32.6	24.2	16.8	13.7	11
Sandusky, Ohio	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Toledo, Ohio	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Youngstown, Ohio	44	37.5	28.5	19	16.5	13.5	46.2	39.4	29.9	20	17.3	14.2

FROM CINCINNATI, OHIO.

Buffalo, N. Y.	42	36	27	18.5	15.5	13	44.1	37.8	28.4	19.4	16.3	13.7
Cambridge, Ohio	34	29.5	22.5	15	12.5	10	35.7	30.5	23.6	15.8	13.1	10.5
Chicago, Ill.	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Cincinnati, Ohio:												
Cleveland, Ohio	37	32	23.5	16	13.5	10.5	38.9	33.6	24.7	16.8	14.2	11
Columbus, Ohio	25	22	19.5	12.5	9.5	8	26.3	23.1	20.5	13.1	10	8.4
Detroit, Mich.	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
East St. Louis, Ill.	41	34.5	25.5	17.5	15	12	43.1	36.2	26.8	18.4	15.8	12.6
Evansville, Ind.	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Fort Wayne, Ind.	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	10.5
Grand Rapids, Mich.	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Howard City, Mich.	47	41	32	23	20	17	49.4	43.9	33.6	24.2	21	17.9
Indianapolis, Ind.	25	22	19.5	12.5	9.5	8	26.3	23.1	20.5	13.1	10	8.6
Lima, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Logansport, Ind.	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15	12.1	10
Mackinaw City, Mich.	63	53.5	40	28	23	20	66.2	56.2	42	29.4	24.2	21
Marietta, Ohio	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	10.5
Marion, Ohio	28.5	25	20	13.5	10.5	8.5	29.9	26.3	21	14.2	11	8.9
Muncie, Ind.	26	23	19.5	13	10	8.5	27.3	24.2	20.5	13.7	10.5	8.9
Peoria, Ill.	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Pittsburgh, Pa.	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Portsmouth, Ohio	24.5	22	19.5	12.5	9	8	25.7	23.1	20.5	13.1	9.5	8.4
Richmond, Ind.	17	15	13.5	10	8	7	17.9	15.8	14.2	10.5	8.4	7.4
Sandusky, Ohio	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	10.5
Toledo, Ohio	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	11
Youngstown, Ohio	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1

Exhibit A.—*Class rates on present basis and on basis of 5 per cent increase*—Continued.

FROM COLUMBUS, OHIO.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y.	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Cambridge, Ohio	21	19	17	11.5	8.5	7.5	22.1	20	17.9	12.1	8.9	7.9
Chicago, Ill.	41	35	26	18	15	12	43.3	37	27.5	19.1	15.9	12.8
Cincinnati, Ohio	25	22	19.5	12.5	9.5	8	26.3	23.1	20.5	13.1	10	8.4
Cleveland, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Columbus, Ohio:												
Detroit, Mich.	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
East St. Louis, Ill.	46	39.5	30.5	21	18	14	48.3	41.5	32	22.1	18.9	14.7
Evansville, Ind.	44.5	38.5	29	20.5	17.5	14	47.3	41	31.5	22.1	18.9	14.7
Fort Wayne, Ind.	32	28	22	14.5	11.5	9	33.6	29.4	23.1	15.2	12.1	9.5
Grand Rapids, Mich.	41	35	26	18	15	12	43.3	37	27.5	19.1	15.9	12.8
Howard City, Mich.	43	37	28	20	17	14	45.2	38.9	29.4	21	17.9	14.7
Indianapolis, Ind.	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Lima, Ohio	25	22	19.5	12.5	9.5	7.5	26.3	23.1	20.5	13.1	10	7.9
Logansport, Ind.	33	28.5	22	15	12	9.5	34.7	29.9	23.1	15.8	12.6	10
Mackinaw City, Mich.	60	51.5	39	26.5	22	18	63	54.1	41	27.8	23.1	18.9
Marietta, Ohio	26	23	18	12	9.5	7.5	27.3	24.2	18.9	12.6	10	7.9
Marion, Ohio	12	11.5	10.5	8	7.5	6	12.6	12.1	11	8.4	7.9	6.3
Muncie, Ind.	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Peoria, Ill.	43	36.5	27.5	19	16	13	45.2	38.3	28.9	20	16.8	13.7
Pittsburgh, Pa.	33	28.5	22	15	12	9.5	34.7	29.9	23.1	15.8	12.6	10
Portsmouth, Ohio	24	22	19	12.5	9	8	25.2	23.1	20	13.1	9.5	8.4
Richmond, Ind.	25	22	19.5	12.5	9.5	8	26.3	23.1	20.5	13.1	10	8.4
Sandusky, Ohio	24.5	22	19.5	12.5	9	7.5	25.7	23.1	20.5	13.1	9.5	7.9
Toledo, Ohio	26	23	19.5	12.5	9.5	7.5	27.3	24.2	20.5	13.1	10	7.9
Youngstown, Ohio	37.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5

FROM DETROIT, MICH.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y.	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Cambridge, Ohio	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Chicago, Ill.	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Cincinnati, Ohio	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Cleveland, Ohio	30	26	20	14	11	8	31.5	27.3	21	14.7	11.6	8.4
Columbus, Ohio	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5

Detroit, Mich.:											
East St. Louis, Ill.	46	39.5	30.5	21	18	14	48.3	41.5	32	22.1	18.9	14.7
Evansville, Ind.	45	39	30	21	18	14	47.3	41.5	32	22.1	18.9	14.7
Fort Wayne, Ind.	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Grand Rapids, Mich.	30	26	20	13.5	11	9	31.5	27.3	21	14.2	11.6	9.5
Howard City, Mich.	32	27	21	16	11.5	9.5	34	29	22	16.5	12.5	10
Indianapolis, Ind.	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Lima, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Logansport, Ind.	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Mackinaw City, Mich.	47	41	31	23	17.5	13.5	47	40	31	23	17.5	13.5
Marietta, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Marion, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Muncie, Ind.	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Peoria, Ill.	43	36.5	27.5	19	16	13	45.2	38.3	28.9	20	16.8	13.7
Pittsburgh, Pa.	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Portsmouth, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Richmond, Ind.	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Sandusky, Ohio	24	22	19	12.5	9	7	25.2	23.1	20	13.1	9.5	7.4
Toledo, Ohio	16	14	12	9	7.5	5	16.8	14.7	12.6	9.5	7.9	5.25
Youngstown, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5

FROM EAST ST. LOUIS, ILL.

Buffalo, N. Y.	56.5	49	37.5	26.5	22.5	18.5	59.3	51.5	39.6	27.8	23.8	19.9
Cambridge, Ohio	56.5	49	37.5	26.5	22.5	18.5	59.3	51.5	39.6	27.8	23.8	19.9
Chicago, Ill.:												
Cincinnati, Ohio	41	34.5	25.5	17.5	15	12	43.1	36.2	26.8	18.4	15.8	12.6
Cleveland, Ohio	52.5	45	33.5	23.5	19.5	16	55.1	47.3	35.2	24.7	20.5	16.8
Columbus, Ohio	46	39.5	30.5	21.5	18	15	48.3	41.5	32	22.6	18.9	15.8
Detroit, Mich.	46	39.5	30.5	21.5	18	15	48.3	41.5	32	22.6	18.9	15.8
East St. Louis, Ill.:												
Evansville, Ind.	35.5	31	25	16.5	13	10	37.3	32.6	26.3	17.3	13.7	10.5
Fort Wayne, Ind.	43	36.5	27.5	19	15.5	13	45.2	38.3	28.9	20	16.3	13.7
Grand Rapids, Mich.	46	39.5	30.5	21.5	18	15	48.3	41.5	32	22.6	18.9	15.8
Howard City, Mich.	52	44.5	34.5	24.5	20.5	17	54.6	46.7	36.2	25.7	21.5	17.9
Indianapolis, Ind.	38	32.5	24	16.5	13.5	10.5	39.9	34.1	25.2	17.3	14.2	11
Lima, Ohio	46	39.5	30.5	21.5	18	15	48.3	41.5	32	22.6	18.9	15.8
Logansport, Ind.	41	34.5	25	17.5	14.5	11.5	43.1	36.2	26.3	18.4	15	12.1
Mackinaw City, Mich.	66	55.5	43.5	35.5	30	25	69.3	58.3	45.7	37.3	31.5	26.3
Marietta, Ohio	56.5	49	37.5	26.5	22.5	18.5	59.5	51.5	39.6	27.8	23.8	19.9
Marion, Ohio	46	39.5	30.5	21.5	18	15	48.3	41.5	32	22.6	18.9	15.8
Muncie, Ind.	41	34.5	25.5	17.5	15	12	43.1	36.2	26.8	18.4	15.8	12.6
Pittsburgh, Pa.	56.5	49	37.5	26.5	22.5	18.5	59.5	51.5	39.6	27.8	23.8	19.9
Portsmouth, Ohio	48	41.5	31	23	19	15.5	50.4	43.6	32.6	24.2	20	16.3
Richmond, Ind.	41	34.5	25.5	17.5	15	12	43.1	36.2	26.8	18.4	15.8	12.6
Sandusky, Ohio	52.5	45	33.5	23.5	19.5	16	55.1	47.3	35.2	24.7	20.5	16.8
Toledo, Ohio	46	39.5	30.5	21.5	18	15	48.3	41.5	32	22.6	18.9	15.8
Youngstown, Ohio	55.5	47.5	36	24.5	21	17	58.3	49.9	37.8	25.7	22.1	17.9

Exhibit A.—*Class rates on present basis and on basis of 5 per cent increase*—Continued.

FROM INDIANAPOLIS, IND.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Cambridge, Ohio	43	36.5	27.5	19	16.5	13.5	45.2	28.3	28.9	20	17.3	14.2
Chicago, Ill	31.5	27	21.5	14	11.5	9	33	28.4	22.6	14.7	12.1	9.5
Cincinnati, Ohio	25	22	19.5	12.5	9.5	8	26.3	23.1	20.5	13.1	10	8.4
Cleveland, Ohio	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Columbus, Ohio	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Detroit, Mich	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
East St. Louis, Ill	38	32.5	24	16.5	13.5	10.5	39.9	34.1	25.2	17.3	14.2	11
Evansville, Ind	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Fort Wayne, Ind	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Grand Rapids, Mich	42	36	27	18.5	15.5	13	44.1	37.8	28.4	19.4	16.3	13.7
Howard City, Mich	44.5	38.5	29	20.5	17.5	14.5	46.7	40.4	30.5	21.5	18.4	15.2
Indianapolis, Ind.:												
Lima, Ohio	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Logansport, Ind	19.5	18.5	17	11	8.5	7.5	20.5	19.4	17.9	11.6	8.9	7.9
Mackinaw City, Mich	63	53.5	40	28	23	20	66.2	56.2	42	29.4	24.2	21
Marietta, Ohio	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Marion, Ohio	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Muncie, Ind	18	16	15	10.5	8	7	18.9	16.8	15.8	11	8.4	7.4
Peoria, Ill	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Pittsburgh, Pa	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Portsmouth, Ohio	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Richmond, Ind	17	15	13.5	10	8	7	17.9	15.8	14.2	10.5	8.4	7.4
Sandusky, Ohio	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Toledo, Ohio	37	32	23.5	16	13	10.5	38.9	33.6	24.7	16.8	13.7	11
Youngstown, Ohio	42	36	27	18.5	15.5	13	44.1	37.8	28.4	19.4	16.3	13.7

FROM MACKINAW CITY, MICH.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y	63	54.5	42	29.5	25	21	66.2	57.4	44.1	30.9	26.5	22.1
Cambridge, Ohio	63	54.5	42	29.5	25	21	66.2	57.2	44.1	31	26.3	22.1
Chicago, Ill	51.5	44	34.5	25	19.5	15	54.1	46.2	36.2	26.3	20.5	15.8
Cincinnati, Ohio	63	53.5	41.5	29	24	19	66.2	56.2	43.6	30.5	25.2	20
Cleveland, Ohio	61	52	40	28	23	18	64.1	54.6	42	29.4	24.2	18.9
Columbus, Ohio	61	52	40	28	23	18	64.1	54.6	42	29.4	24.2	18.9
Detroit, Mich	47	41	31	23	17.5	13.5	47	40	31	23	17.5	13.5

East St. Louis, Ill	70.5	60.5	46.5	33.5	27	21	74	63.5	48.8	35.2	28.4	22.1
Evansville, Ind	69.5	60	46	33	27	21	73	63	48.3	34.7	28.4	22.1
Fort Wayne, Ind	51	44	33	25	19	14.5	53.6	46.2	34.7	26.3	20	15.2
Grand Rapids, Mich	40	35	26	20	15	11.5	49	42	32	24	18	14
Howard City, Mich.:												
Indianapolis, Ind	63	53.5	40	28	23	18	66.2	56.2	42	29.4	24.2	18.9
Lima, Ohio	57	49	37.5	26	21	16	59.9	51.5	39.4	27.3	22.1	16.8
Logansport, Ind	57	49	37	26	21	16.5	59.9	51.5	38.9	27.3	22.1	17.3
Marietta, Ohio	65	56	44	31	26	21	68.3	58.8	46.2	32.6	27.3	22.1
Marion, Ohio	60	51	39	27	22.5	17.5	63	53.6	41	28.4	23.6	18.4
Muncie, Ind	61.5	52.5	39.5	28	22.5	17.5	64.6	55.1	41.5	29.4	23.6	18.4
Peoria, Ill	67.5	57.5	43.5	31	25	20	70.1	60.4	45.7	32.6	26.3	21
Pittsburgh, Pa	63	54.5	42	29.5	25	21	66.2	57.4	44.1	30.9	26.5	22.1
Portsmouth, Ohio	65	56	44	31	26	21	68.3	58.8	46.2	32.6	27.3	22.1
Richmond, Ind	63	53.5	40	28	23	18	66.2	56.2	42	29.4	24.2	18.9
Sandusky, Ohio	58.5	50	38.5	26.5	22	17	61.4	52.5	40.4	27.8	23.1	17.9
Toledo, Ohio	49	42	32	24	18	14	49	42	32	24	18	14
Youngstown, Ohio	63	54	42	29	24	19	66.2	56.7	44.1	30.5	25.2	20

FROM MARIETTA, OHIO.

Buffalo, N. Y	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Cambridge, Ohio	18	16	14	10.5	8	6.5	18.9	16.8	14.7	11	8.4	6.8
Chicago, Ill	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Cincinnati, Ohio	33	28.5	22	15	12	9.5	34.7	29.9	23.1	15.8	12.6	10
Cleveland, Ohio	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Columbus, Ohio	26	23	18	12	9.5	7.5	27.3	24.2	18.9	12.6	10	7.9
Detroit, Mich	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
East St. Louis, Ill	52.5	45	33.5	23	19.5	15.5	55.5	47.5	35.6	24.8	20.8	16.9
Evansville, Ind	47	40.5	30	21	18	15	49.4	42.5	31.5	22.1	18.9	15.8
Fort Wayne, Ind	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Grand Rapids, Mich	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Howard City, Mich	47	41	32	23	20	17	49.4	43.1	33.6	24.2	21	17.9
Indianapolis, Ind	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Lima, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Logansport, Ind	42	36	27	18	15.5	13	44.1	37.8	28.4	18.9	16.3	13.7
Mackinaw City, Mich	63	54.5	42	29.5	25	21	66.2	57.2	44.1	31	26.3	22.1
Marion, Ohio	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Muncie, Ind	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Peoria, Ill	49	42.5	32	22	18.5	15	51.8	44.6	33.8	23.1	19.5	15.9
Pittsburgh, Pa	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	8.5
Portsmouth, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Richmond, Ind	36	31	23	16	13	10.5	37.8	32.6	24.2	16.8	13.7	11
Sandusky, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Toledo, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Youngstown, Ohio	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5

Exhibit A.—*Class rates on present basis and on basis of 5 per cent increase*—Continued.

FROM PEORIA, ILL.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y	51	44.5	34	24	20.5	17	53.8	46.6	35.8	25.1	21.5	17.9
Cambridge, Ohio	51	44.5	34	24	20.5	17	53.6	46.7	35.7	25.2	21.5	17.9
Chicago, Ill	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Cincinnati, Ohio	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Cleveland, Ohio	47	40.5	30	21	17.5	14	49.4	42.5	31.5	22.1	18.4	14.7
Columbus, Ohio	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Detroit, Mich	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
East St. Louis, Ill.:												
Evansville, Ind	40	34	25	17	15	12	42	35.7	26.3	17.9	15.8	12.6
Fort Wayne, Ind	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Grand Rapids, Mich	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Howard City, Mich	45	39	30	21	17.5	14	47.3	41	31.5	22.1	18.4	14.7
Indianapolis, Ind	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Lima, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Logansport, Ind	30	25	20	13	10	8.5	31.5	26.3	21	13.7	10.5	8.9
Mackinaw City, Mich	63	53.5	40	30.5	25	20.5	66.2	56.2	42	32	26.3	21.5
Marietta, Ohio	53	44.5	34	24	20.5	17	53.6	46.7	35.7	25.2	21.5	17.9
Marion, Ohio	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Muncie, Ind	36	31	23	16	13	10.5	37.8	32.6	24.2	16.8	13.7	11
Peoria, Ill.:												
Pittsburgh, Pa	51	44.5	34	24	20.5	17	53.8	46.6	35.8	25.1	21.5	17.9
Portsmouth, Ohio	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Richmond, Ind	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	17.1
Sandusky, Ohio	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Toledo, Ohio	43	36.5	27.5	19	16.5	13.5	45.2	38.3	28.9	20	17.3	14.2
Youngstown, Ohio	50	43	32	22	19	15.5	52.5	45.2	34.1	23.1	20	16.3

FROM PITTSBURGH, PA.

To—	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y	35	30	22	14.5	11.5	10	36.8	31.5	23.1	15.2	12.1	10.5
Cambridge, Ohio	24.5	22	19.5	12.5	9	8	25.7	23.1	20.5	13.1	9.5	8.4
Chicago, Ill	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Cincinnati, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Cleveland, Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Columbus, Ohio	33	28.5	22	15	12	9.5	34.7	29.9	23.1	15.8	12.6	10
Detroit, Mich	41	35	26	18	15	12	43.1	36.8	27.3	18.8	15.7	12.5

East St. Louis, Ill	56.5	49	37.5	26	22.5	18.5	59.5	51.5	39.6	27.8	23.8	19.9
Evansville, Ind	51	44.5	34	24	20.5	17	53.8	46.6	35.8	25.1	21.5	17.9
Fort Wayne, Ind	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Grand Rapids, Mich	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Howard City, Mich	47	41	32	23	20	17	49.4	43.1	33.6	24.2	21	17.9
Indianapolis, Ind	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Lima, Ohio	38.5	33	24.5	16.5	14	11	40.4	34.7	25.7	17.3	14.7	11.6
Logansport, Ind	44	37.5	28.5	19.5	17	14	46.2	39.4	29.9	20.5	17.9	14.7
Mackinaw City, Mich	63	54.5	42	29.5	25	21	66.2	57.2	44.1	31	26.3	22.1
Marietta, Ohio	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Marion, Ohio	33	28.5	22	15	12	9.5	34.7	29.9	23.1	15.8	12.6	10
Muncie, Ind	42	36	27	18	15.5	13	44.1	37.8	28.4	18.9	16.3	13.7
Peoria, Ill	51	44.5	34	24	20.5	17	53.8	46.6	35.8	25.1	21.5	17.9
Portsmouth, Ohio	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Richmond, Ind	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Sandusky, Ohio	35	30	22.5	15	13	10	36.8	31.5	23.6	15.8	13.7	10.5
Toledo, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Youngstown, Ohio	15.5	14	13	10	7.5	7	16.3	14.7	13.7	10.5	7.9	7.4

FROM PORTSMOUTH, OHIO.

Buffalo, N. Y	42	36	27	18.5	15.5	13	44.1	37.8	28.4	19.4	16.3	13.7
Cambridge, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Chicago, Ill	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Cincinnati, Ohio	24.5	22	19.5	12.5	9	8	25.7	23.1	20.5	13.1	9.5	8.4
Cleveland, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Columbus, Ohio	24	22	19	12.5	9	8	25.2	23.1	20	13.1	9.5	8.4
Detroit, Mich	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
East St. Louis, Ill	48	41.5	31	23	19	15	50.4	43.6	32.6	24.2	20	15.8
Evansville, Ind	44.5	38	29	20.5	17.5	14	46.7	39.9	30.5	21.5	18.4	14.7
Fort Wayne, Ind	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Grand Rapids, Mich	45	39	30	21	18	15	47.3	41	31.5	22.1	18.9	15.8
Howard City, Mich	47	41	32	23	20	17	49.4	43.1	33.6	24.2	21	17.9
Indianapolis, Ind	37	32	23.5	16	13.5	10.5	38.9	33.6	24.7	16.8	14.2	11
Lima, Ohio	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	10.5
Logansport, Ind	41	35	26	18	15	12	43.1	36.8	27.3	18.9	15.8	12.6
Mackinaw City, Mich	63	54.5	42	29.5	25	21	66.2	57.2	44.1	31	26.3	22.1
Marietta. Ohio	27.5	24	20	13	10	8.5	28.9	25.2	21	13.7	10.5	8.9
Marion, Ohio	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Muncie, Ind	37	32	23.5	16	13.5	10.5	38.9	33.6	24.7	16.8	14.2	11
Peoria, Ill	46	40	30	21	18	15	48.3	42	31.5	22.1	18.9	15.8
Pittsburgh, Pa	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1
Portsmouth, Ohio:												
Richmond, Ind	35	30	22	15	12.5	10	36.8	31.5	23.1	15.8	13.1	10.5
Sandusky, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Toledo, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Youngstown, Ohio	40	34	25	17	14.5	11.5	42	35.7	26.3	17.9	15.2	12.1

EXHIBIT A.—*Class rates on present basis and on basis of 5 per cent increase*—Continued.

FROM TOLEDO, OHIO.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Buffalo, N. Y.	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Cambridge, Ohio	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Chicago, Ill	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Cincinnati, Ohio	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	10.5
Cleveland, Ohio	25	22	18	11.5	9	7	26.3	23.1	18.9	12.1	9.5	7.4
Columbus, Ohio	26	23	19.5	12.5	9.5	7.5	27.3	24.2	20.5	13.1	10	7.9
Detroit, Mich	16	14	12	9	7.5	5	16.8	14.7	12.6	9.5	7.9	5.25
East St. Louis, Ill	46	39.5	30.5	21	18	14	48.3	41.5	32	22.1	18.9	14.7
Evansville, Ind	45	39	30	21	18	14	47.3	41	31.5	22.1	18.9	14.7
Fort Wayne, Ind	26	23	19.5	13	10	8.5	27.3	24.2	20.5	13.7	10.5	8.9
Grand Rapids, Mich	30	26	20	13.5	11	9	31.5	27.3	21	14.2	11.6	9.5
Howard City, Mich	32	27	21	16	11.5	9.5	33.6	28.4	22.1	16.8	12.1	10
Indianapolis, Ind	37	32	23.5	16	13	10	38.9	33.6	24.7	16.8	13.7	10.5
Lima, Ohio	18	16	15	10.5	8	6	18.9	16.8	15.8	11	8.4	6.3
Logansport, Ind	32	28	22	14.5	11.5	9.5	33.6	29.4	23.1	15.2	12.1	10
Mackinaw City, Mich	49	42	32	24	18	14	51.5	44.1	33.6	25.2	18.9	14.7
Marietta, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Marion, Ohio	19.5	18.5	17	11	8.5	6.5	20.5	19.4	17.9	11.6	8.9	6.8
Muncie, Ind	31.5	27	21.5	14	11.5	9	33.1	28.4	22.6	14.7	12.1	9.5
Peoria, Ill	43	36.5	27.5	19	16	13	45.2	38.3	28.9	20	16.8	13.7
Pittsburgh, Pa	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Portsmouth, Ohio	36	31	23	16	13	10	37.8	32.6	24.2	16.8	13.7	10.5
Richmond, Ind	34	29.5	22.5	15	12.5	10	35.7	31	23.6	15.8	13.1	10.5
Sandusky, Ohio	14.5	13	12	10	7	5	15.2	13.7	12.6	10.5	7.4	5.25
Youngstown, Ohio	34	29	21	14	11.5	9	35.7	30.5	22.1	14.7	12.1	9.5

Short-haul class rates.

To—	Present.						Proposed.					
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
FROM DAYTON, OHIO.												
Franklin, Ohio	7.5	7.5	7.5	7	5	4	7.9	7.9	7.9	7.4	5.25	4.25
West Manchester, Ohio	7.5	7.5	7.5	7	5.5	4.5	7.9	7.9	7.9	7.4	5.75	4.75
FROM CLEVELAND, OHIO.												
Grafton, Ohio	7.5	7.5	7.5	7	5.5	4.5	7.9	7.9	7.9	7.4	5.75	4.75
Lorain, Ohio	7.5	7.5	7.5	7	5.5	4.5	7.9	7.9	7.9	7.4	5.75	4.75
FROM RITTMAN, OHIO.												
Easton, Ohio	7.5	7.5	7	6	4	3	7.9	7.9	7.4	6.3	4.25	3.25
Warwick, Ohio	7.5	7.5	7.5	7	5	3.5	7.9	7.9	7.9	7.4	5.25	3.75
Canal Fulton, Ohio	7.5	7.5	7.5	7	5	3.5	7.9	7.9	7.9	7.4	5.25	3.75
FROM RICHMOND, IND.												
Hagerstown, Ind	7.5	7.5	7.5	7	5	4	7.9	7.9	7.9	7.4	5.25	4.25
New Castle, Ind	7.5	7.5	7.5	7	6	5	7.9	7.9	7.9	7.4	6.3	5.25
New Paris, Ohio	7.5	7.5	7	6	4.5	3	7.9	7.9	7.4	6.3	4.75	3.25
FROM COLUMBUS, OHIO.												
Marble Cliff, Ohio	7.5	7.5	7	6	4	3	7.9	7.9	7.4	6.3	4.25	3.25

EXHIBIT B.—*Comparison of class between points in Michigan, account Michigan revision.*

[Page 83.]

From	Bay City, Mich.						Big Rapids, Mich.						Cadillac, Mich.						Detroit, Mich.						Grand Rapids, Mich.					
To—	Class—																													
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Bay City:																														
Present	....	....	....	....	....	....	25	21	17	12	9	7.5	30	7.6	20	15	11	9	28	24	20	14	10	8	30	26	20	13.5	11	9
Proposal	....	....	....	....	....	....	30	26	20.5	15	11	8.5	50	26	20.5	15	11	8.5	30	26	20.5	14	11	8.5	32	28	21	16	12	9.5
Actua 5 per cent advance	....	....	....	....	....	....	26.3	22.1	17.9	12.6	9.5	7.9	31.5	21.3	21	15.8	11.6	9.5	29.4	25.2	21	14.7	10.5	8.4	31.5	27.3	21	14.2	11.6	9.5
Big Rapids:																														
Present	30	26	20	15	11	9	....	....	....	....	....	....	18	15	11	9	7	5	36	31	23	16	13	10	21	18	14	10	8	6
Proposed	30	26	20.5	15	11	8.5	....	....	....	....	....	....	20	17	13	10	8	6.5	39	34	26	19	14.5	11.5	23	20	15	11	8.5	7
Actual 5 per cent advance	31.5	22.3	21	15.8	11.6	9.5	....	....	....	....	....	....	18.9	15.8	11.6	9.5	7.4	5.25	41	35.7	27.3	20	15.2	12.1	22.1	18.9	14.7	10.5	8.4	6.3
Cadillac:																														
Present	32	27	21	16	11.5	9.5	18	15	11	9	7	5	....	....	....	....	....	....	38	33	25	17	13.5	10	27	24	19	13	9	7
Proposed	30	26	20.5	15	11	8.5	20	17	13	10	8	6.5	....	....	....	....	....	....	39	34	26	19	14.5	11.5	29	25	20	14	10.5	8.5
Actual 5 per cent advance	33.6	28.4	22.1	16.8	11.6	8.9	18.9	15.8	11.6	9.5	7.4	5.25	....	....	....	....	....	....	39.9	34.7	26.3	17.9	14.2	10	28.4	25.2	20	13.7	9.5	7.4
Detroit:																														
Present	28	24	20	14	15	8	36	31	23	16	13	10	38	33	25	17	13.5	10	....	....	....	....	....	....	30	26	20	13.5	11	9
Proposed	30	26	20.5	14	4	8.5	39	34	26	19	14.5	11.5	39	34	26	19	14.5	11.5	....	....	....	....	....	....	33	28	22	15	12	9.5
Actual 5 per cent advance	29.4	25.2	21	14.7	10.5	8.4	37.8	32.6	24.2	16.8	13.7	10.5	39.9	34.7	26.3	17.9	14.2	10.5	....	....	....	....	....	....	31.5	27.3	21	14.2	11.6	9.5
Grand Rapids:																														
Present	30	26	20	13.5	11	9	21	18	14	10	8	6	27	24	19	13	9	7	30	26	20	13.5	11	9	....	....	....	....	....	....
Proposed	32	28	21	16	12	9.5	23	20	15	11	8.5	7	29	25	20	14	10.5	8.5	33	28	22	15	12	9.5	....	....	....	....	....	....
Actual 5 per cent advance	31.5	27.3	21	14.2	11.6	9.5	22.1	18.9	14.7	10.5	8.4	6.3	28.4	25.2	20	13.7	9.5	7.4	31.5	27.3	21	14.2	11.6	9.5	....	....	....	....	....	....
Jackson:																														
Present	28	24	20	14	10	8	33	29	22	16	12.5	10	38	33	25	17	13.5	10	19	17	15	10.5	8	7	26.5	23	18	13	9.5	8
Proposed	30	26	20.5	15	11	8.5	32	28	21	16	12	9.5	38	33	25	19	14	11	24	21	16	12	9	7.5	28	24	19	14	10.5	8.5
Actual 5 per cent advance	29.4	25.2	21	14.7	10.5	8.4	....	....	....	....	....	....	....	....	....	....	....	....	20	17.9	15.8	12.6	9.5	7.9	27.8	24.2	18.9	13.7	10	8.4
Kalamazoo:																														
Present	30	26	20	14	11	9	28	24	25	14	10.5	7	30	26	20	15	11	8	30	26	20	13.5	11	9	19	17	13	10	7	5
Proposed	33	28	22	16	12	9.5	30	26	20.5	15	11	8.5	32	28	21	16	12	9.5	32	28	21	14.5	11.5	9	21	18	14	10	8	7
Actual 5 per cent advance	31.5	27.3	21	14.7	11.6	9.5	29.4	25.2	21	14.7	11	7.4	31.5	27.3	21	15.8	11.6	8.4	31.5	27.3	21	14.2	11.6	9.5	20	17.9	13.7	10.5	7.4	5.2
Lansing:																														
Present	24	21	17	11	8.5	7.5	28	24	20	14	10.5	8	32	27	21	16	11.5	9.5	24	21	17	11	8.5	7.5	22	19	15	10	8	7
Proposed	26	22	17	13	9.5	8	30	26	20.5	15	11	8.5	32	28	21	16	12	9.5	28	24	18	14	10.5	8.5	24	21	16	12	9	7.5
Actual 5 per cent advance	25.2	22.1	17.9	11.6	8.9	7.9	29.4	25.2	21	14.7	11	8.4	33.6	28.4	22.1	16.8	12.1	10	25.2	22.1	17.9	11.6	8.9	7.9	23.1	20	15.8	10.5	8.4	7.4

Mackinaw City:																														
Present	39	33	25	19	14.5	11	33	29	22	16	12.5	10	30	26	20	15	11	8	....	....	....	....	....	....	40	35	26	20	15	11.5
Proposed	38	33	25	19	14	11	34	29	22	17	12.5	10	31	27	20.5	15	11.5	9	....	....	....	....	....	....	40	34	26	20	15	11.5
Actual 5 per cent advance	41	34.7	26.3	20	15.2	11.6	34.7	30.5	23.1	16.8	13.1	10.5	31.5	27.3	21	15.8	11.6	8.4	....	....	....	....	....	....	....	....	....	....	....	....
Manistee:																														
Present	30	26	20	15	11	9	28	24	20	14	10.5	8	25	20	16	12	10	8	40	35	26	18	14	11	30	26	20	15	11	8
Proposed	33	28	22	16	12	9.5	28	24	18	14	10.5	8.5	24	21	16	12	9	7.5	43	36.5	27.5	19	16	13	30	26	20.5	15	11	8.5
Actual 5 per cent advance	31.5	27.3	21	15.8	11.6	9.5	29.4	25.2	21	14.7	11	8.4	26.3	21	16.8	12.6	10.5	8.4	42	36.8	27.3	18.9	14.7	11.6	31.5	27.3	21	15.8	11.6	8.4
Port Huron:																														
Present	....	....	....	....	....	....	36	31	23	16	13	10	38	33	25	17	13.5	10	....	....	....	....	....	....	31.5	27	21.5	14	11.5	9
Proposed	....	....	....	....	....	....	36	21	24	18	13.5	10.5	38	33	25	19	14	11	....	....	....	....	....	....	35	30	22.5	16	13	10
Actual 5 per cent advance	....	....	....	....	....	....	37.8	32.6	24.2	16.8	13.7	10.5	39.9	34.7	26.3	17.9	14.2	10.5	....	....	....	....	....	....	35.1	28.4	22.6	14.7	12.1	9.5
St. Joseph:																														
Present	31.5	27	21.5	14	11.5	9	32	27	21	16	11.5	9.5	42	36	27	21	15.5	12	....	....	....	....	....	....	21	19	17	11.5	8.5	7.5
Proposed	35	30	22.5	16	13	10	32	28	21	16	12	9.5	38	33	25	19	14	11	....	....	....	....	....	....	28	24	18	14	10.5	8.5
Actual 5 per cent advance	33.1	28.4	22.6	14.7	12.1	9.5	33.6	28.4	22.1	16.8	12.1	10	44.1	37.8	28.4	22.1	16.3	12.6	....	....	....	....	....	....	22.1	20	17.9	12.1	8.9	7.9

From	Jackson, Mich.						Kalamazoo, Mich.						Lansing, Mich.						Mackinaw City, Mich.					
To—	Class—																							
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Bay City:																								
Present	28	24	20	14	10	8	30	26	20	14	11	9	24	21	17	11	8.5	7.5	39	33	25	19	14.5	11
Proposed	30	26	20.5	15	11	8.5	33	28	22	16	12	9.5	26	22	7	13	9.5	8	38	33	25	19	14	11
Actual 5 per cent advance	29	25.2	21	14.7	10.5	8.4	31.5	27.3	21	14.7	11.6	7.5	25.3	22.1	7.9	11.6	8.9	7.9	41	34.7	26.3	20	15.2	46
Big Rapids:																								
Present	36	31	25	16	13	10	....	....	....	....	....	....	29	25	20	15	11	8.5	....	....	....	....	....	....
Proposed	32	28	21	16	12	9.5	....	....	....	....	....	....	30	26	20.5	15	11	8.5	....	....	....	....	....	....
Actual 5 per cent advance	32.8	32.6	24.2	16.8	13.7	10.5	....	....	....	....	....	....	30.5	26.3	21	15.8	11.6	8.9	....	....	....	....	....	....
Cadillac:																								
Present	37	32	24	17	13.5	10	....	....	....	....	....	....	32	27	21	16	11.5	9.5	....	....	....	....	....	....
Proposed	38	33	25	19	14	11	....	....	....	....	....	....	32	28	21	16	12	9.5	....	....	....	....	....	....
Actual 5 per cent advance	38.1	33.6	25.2	17.9	14.7	10.5	....	....	....	....	....	....	33.6	28.4	22.1	16.8	12.1	10	....	....	....	....	....	....
Detroit:																								
Present	19	17	15	10.5	8	7	30	26	20	13.5	11	9	24	21	17	11	8.5	7.5	49	42	32	21	18	14
Proposed	24	21	16	12	9	7.5	32	28	21	14.5	11.5	9	28	24	18	14	10.5	8.5	47	40	31	23	17.5	13.5
Actual 5 per cent advance	20	17.9	15.8	11	8.4	7.4	31.5	27.3	21	14.2	11.6	9.5	25.2	22.1	17.9	11.6	8.9	7.9	55	44.1	33.6	25.2	18.9	10.7
Grand Rapids:																								
Present	26.5	23	18	13	9.5	8	19	17	13	10	7	5	22	19	15	10	8	7	40	35	26	20	15	11.5
Proposed	28	24	19	14	10.5	8.5	21	18	14	10	8	7	24	21	16	12	9	7.5	40	34	26	20	15	4.5
Actual 5 per cent advance	27.8	24.2	18.9	13.7	10	8.4	20	17.9	13.7	10.5	7.4	5.25	23.1	20	15.8	10.5	8.4	7.4	42	36.8	27.3	21	15.8	12.1

Exhibit B.—*Comparison of class rates between points in Michigan, account Michigan revision*—Continued.

From	Jackson, Mich.						Kalamazoo, Mich.						Lansing, Mich.						Mackinaw City, Mich.					
To—	Class—																							
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Jackson:																								
Present	.....	.....	.....	.....	.....	.....	22	19	15	10	8	7	18	15	11	9	7.5	6	49	42	32	24	18	14
Proposed	.....	.....	.....	.....	.....	.....	24	21	16	12	9	7.5	20	17	13	10	7.5	6.5	47	40	31	23	17.5	13.5
Actual 5 per cent advance	.....	.....	.....	.....	.....	.....	23.1	20	15.8	10.5	8.4	7.4	18.9	15.8	11.6	9.5	7.9	6.3	51.5	44.1	33.6	25.2	18.9	14.7
Kalamazoo:																								
Present	22	19	15	10	8	7	.....	.....	.....	.....	.....	.....	26.5	23	18	13	9.5	8	44	38	28	21	16	12.5
Proposed	24	21	16	12	9	7.5	.....	.....	.....	.....	.....	.....	25	21	16	12	9	7.5	44	38	29	22	16.5	13
Actual 5 per cent advance	23.1	20	15.8	10.5	8.4	7.4	.....	.....	.....	.....	.....	.....	27.8	24.2	18.9	13.7	10	8.4	46.2	39.9	29.4	22.1	16.8	13.1
Lansing:																								
Present	22	19	15	10	8	7	26.5	23	18	13	9.5	8	.....	.....	.....	.....	.....	.....	44	38	28	21	16	12.6
Proposed	20	17	13	10	25	6.5	25	21	16	12	9	7.5	.....	.....	.....	.....	.....	.....	44	38	29	22	16.5	13
Actual 5 per cent advance	23.1	20	15.8	10.5	8.4	7.4	27.8	24.2	18.9	13.7	10	8.4	.....	.....	.....	.....	.....	.....	46.2	39.9	29.4	22.1	16.8	13.1
Mackinaw City:																								
Present	49	42	32	24	18	14	44	38	28	21	16	12.5	44	38	28	21	16	12.5	.....	.....	.....	.....	.....	.....
Proposed	47	40	31	23	17.5	13.5	44	38	29	22	16.5	13	44	38	29	22	16.5	13	.....	.....	.....	.....	.....	.....
Actual 5 per cent advance	51.5	44.1	33.6	25.2	18.9	14.7	46.2	39.9	29.4	22.1	16.8	13.1	46.2	39.9	29.4	22.1	16.8	13.1	.....	.....	.....	.....	.....	.....
Manistee:																								
Present	40	35	26	18	14	11	39	33	25	18	14	11	39	33	25	15	14	11	37	32	24	18	13.5	10.5
Proposed	39	34	26	19	14.5	11.5	34	29	22	17	12.5	10	36	31	24	18	13.5	10.5	34	29	22	17	12.5	10
Actual 5 per cent advance	42	36.8	27.3	18.9	14.7	11.6	41	34.7	26.3	18.9	14.7	11.6	47	34.7	26.2	18.9	14.7	11.6	38.9	33.6	25.2	18.9	14.2	11
Port Huron:																								
Present	28	24	20	14	10	8	31.5	27	21.5	14	11.5	9	25	24	20	14	10	8	.....	.....	.....	.....	.....	.....
Proposed	31	27	20.5	15	11.5	9	35	30	22.5	16	13	10	30	26	20.5	15	11	8.5	.....	.....	.....	.....	.....	.....
Actual 5 per cent advance	29.4	25.2	21	14.7	11.5	8.4	33.1	28.4	22.6	14.7	12.1	9.5	29.4	25.2	21	14.7	10.5	8.4	.....	.....	.....	.....	.....	.....

Exhibit C.—*Comparison of class rates from and to Michigan, account Michigan revision.*

[Page 84.]

To	Lima, Ohio.						Latty, Ohio.						Wauseon, Ohio.						Warsaw, Ind.					
From—	Class—																							
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Alpena, Mich.:																								
Present	45	39	30	21	18	15	44	38	28	20	16.5	13.5	44	38	8	20	16.5	13.5	45	39	30	21	18	14.5
Proposed																								
Actual 5 per cent advance	47.3	41	31.5	22.1	18.9	15.8	46.2	39.9	29.4	21	17.3	14.2	46.2	39.9	29.4	21	17.3	14.2	47.3	41	31.5	22.1	18.9	15.8
Bay City, Mich.:																								
Present	35	30	22.5	15	13	10	32	28	22	14.5	11.5	9.5	30	26	20	13.5	11	9						
Proposed	36.8	31.5	23.6	16	13.7	10.5	33.6	29.4	23.1	16	12.1	10	32	28	21.5	16	12	9.5						
Actual 5 per cent advance	36.8	31.5	23.6	15.8	13.7	10.5	33.6	29.4	23.1	15.2	12.1	10	31.5	27.3	21	14.2	11.6	9.5						
Big Rapids, Mich.:																								
Present													37	32	24	18	13.5	10.5						
Proposed																								
Actual 5 per cent advance													38.9	33.6	25.2	18.9	14.2	11						
Detroit, Mich.:																								
Present													22	20	17	12	9	7						
Proposed													23.1	21	17.9	12.6	9.5	8.4						
Actual 5 per cent advance													23.1	21	17.9	12.6	9.5	7.4						
Flint, Mich.:																								
Present	34	29.5	22.5	15	12.5	10	32	28	22	14.5	11.5	9.5	30	26	20	13.5	11	9	35	30	22.5	15	13	10
Proposed	35.7	31	23.6	16	13.1	10.5	33.6	29.4	23.1	16	12.1	10	32	28	21.5	16	12	9.5	36.8	31.5	23.6	16	13.7	10.5
Actual 5 per cent advance	35.7	31	23.6	15.8	13.1	10.5	33.6	29.4	23.1	15.2	12.1	10	31.5	27.3	21	14.2	11.6	9.5	36.8	31.5	23.6	15.8	13.7	10.5
Grand Rapids, Mich.:																								
Present													30	26	20	13.5	11	9	27.5	24	20	13	10	8
Proposed													34	29	22	15	12.5	10	28.9	25.2	21	13.7	10.5	8.4
Actual 5 per cent advance													31.5	27.3	21	14.2	11.6	9.5	28.9	25.2	21	13.7	10.5	8.4
Jackson, Mich.:																								
Present													24.5	22	19.5	12.5	9	8						
Proposed													26	23	19.5	13	10	8						
Actual 5 per cent advance													25.7	23.1	20.5	13.1	9.5	8.4						
Kalamazoo, Mich.:																								
Present													30	26	20	13.5	11	9						
Proposed													32	28	21	14.5	11.5	9						
Actual 5 per cent advance													31.5	27.3	21	14.2	11.6	9.5						
Lansing, Mich.:																								
Present													28.5	25	20	13.5	10.5	8	31	26.5	21.5	14	11	9
Proposed													29.9	26.3	21	14.2	11	8.4	32.6	27.8	22.6	15	11.6	9.5
Actual 5 per cent advance													29.9	26.3	21	14.2	11	8.4	32.6	27.8	22.6	14.7	11.6	9.5

EXHIBIT C.—*Comparison of class rates from and to Michigan, account Michigan revision*—Continued.

To	Lima, Ohio.						Latty, Ohio.						Wauseon, Ohio.						Warsaw, Ind.					
	Class—																							
From—	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Mackinac City, Mich.:																								
Present													51	44	33	25	19	14.5						
Proposed													53.6	46.2	34.7	26.3	20	15.2						
Actual 5 per cent advance													53.6	46.2	34.7	26.3	20	15.2						
Manistee, Mich.:																								
Present													44	38	28	21	16	12.5						
Proposed													46.2	39.9	29.4	22.1	16.8	13.1						
Actual 5 per cent advance													46.2	39.9	29.4	22.1	16.8	13.1						
Port Huron, Mich.:																								
Present	35	30	22.5	16	13	10	32	28	22	14.5	11.5	9.5	30	26	20	14	11	9						
Proposed	36.8	31.5	23.6	16	13.7	10.5	35	30	23.1	16	13	10	32	28	21.5	16	12	9.5						
Actual 5 per cent advance	36.8	31.5	23.6	16.8	13.7	10.5	33.6	29.4	23.1	15.2	12.1	10	31.5	27.3	21	14.7	11.6	9.5						

To	North Judson, Ind.						Fort Wayne, Ind.						South Bend, Ind.					
	Class—																	
From—	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Alpena, Mich.:																		
Present	45	39	30	21	18	14	44	38	28	20	16.5	13.5	44	38	28	20	16	13
Proposed																		
Actual 5 per cent advance	47.3	41	31.5	22.1	18.9	14.7	46.2	39.9	29.4	21	17.3	14.2	46.2	39.9	29.4	21	16.8	13.7
Bay City, Mich.:																		
Present							32	28	22	14.5	11.5	9.5	30	26	20	13.5	11	9
Proposed							35	30	23.1	16	13	10	35	30	22.5	16	13	10
Actual 5 per cent advance							33.6	29.4	23.1	15.2	12.1	10	31.5	27.3	21	14.2	11.6	9.5
Big Rapids, Mich.:																		
Present													38	32	24	18	13.5	10.5
Proposed																		
Actual 5 per cent advance													39.9	33.6	25.2	18.9	14.2	11

Detroit, Mich.:																		
Present													30	26	20	13.5	11	9
Proposed													32	28	22	14.5	11.6	9.5
Actual 5 per cent advance													31.5	27.3	21	14.2	11.6	9.5
Flint, Mich.:																		
Present							31.5	27	21.5	14	11.5	9	30	26	20	13.5	11	9
Proposed							34	29	22.6	16	12.1	9.5	34	29	22	16	12.5	10
Actual 5 per cent advance							33.1	28.4	22.6	14.7	12.1	9.5	31.5	27.3	21	14.2	11.6	9.5
Grand Rapids, Mich.:																		
Present							27.5	24	20	13	10	8	25	22	19.5	17.5	9.5	8
Proposed							30	26	21	15	11	8.5	30	26	20.5	15	11	8.5
Actual 5 per cent advance							28.9	25.2	21	13.7	10.5	8.4	26.3	23.1	20.5	13.1	10	8.4
Jackson, Mich.:																		
Present													26	23	19.5	13	10	8
Proposed													30	26	20.5	13.7	11	8.5
Actual 5 per cent advance													27.3	24.2	20.5	13.7	10.5	8.4
Kalamazoo, Mich.:																		
Present													21	18	14	10	8	6.5
Proposed													22.1	18.9	14.7	10.5	8.4	6.8
Actual 5 per cent advance													22.1	18.9	14.7	10.5	8.4	6.8
Lansing, Mich.:																		
Present							27.5	24	20	13	10	8	28	24	20	13.5	10.5	8
Proposed							30	26	21	14.5	11	8.5	30	26	21	14.5	11	8.5
Actual 5 per cent advance							28.9	25.2	21	13.7	10.5	8.4	29.4	25.2	21	14.2	11	8.4
Mackinac City, Mich.:																		
Present													51	44	34	25	19.5	15
Proposed													53.6	46.2	35.7	26.3	20.5	15.8
Actual 5 per cent advance													53.6	46.2	35.7	26.3	20.5	15.8
Manistee, Mich.:																		
Present													44	34	28	21	16	12.5
Proposed													47	40	31	23	17.5	13.5
Actual 5 per cent advance													46.2	35.7	29.4	22.1	16.8	13.1
Port Huron, Mich.:																		
Present							32	28	22	14.5	11.5	9.5	30	26	20	13.5	11	9
Proposed							35	30	23.1	16	13	10	35	30	22.5	16	13	10
Actual 5 per cent advance							33.6	29.4	23.1	15.2	12.1	10	31.5	27.3	21	14.2	11.6	9.5

Exhibit C.—*Comparison of class rates to Michigan points, account Michigan revision.*

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From	Tiffin, Ohio.						Latty, Ohio.						Deshler, Ohio.						Wauseon, Ohio.					
To Michigan points named.	Class—																							
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Bay City:																								
Present							34	29.5	22.5	15	12.5	10	34	29.5	22.5	15	12.5	10	31.5	27	21.5	14	11.5	9
Proposed							35.7	31	23.6	16	13.7	10.5	35.7	31	23.6	16	13.1	10.5	33.1	28.4	22.6	16	12.1	9.5
Actual 5 per cent advance							35.7	31	23.6	15.8	13.1	10.5	35.7	31	23.6	15.8	13.1	10.5	33.1	28.4	22.6	14.7	12.1	9.5
Big Rapids:																								
Present																			37	32	24	18	13.5	10.5
Proposed																			39	34	26	19	14.5	11.5
Actual 5 per cent advance																			38.9	33.6	25.2	18.9	14.2	11
Cadillac:																								
Present																			42	36	27	18.5	15.5	12
Proposed																			44.1	57.8	28.4	19.4	16.3	12.6
Actual 5 per cent advance																			44.1	31.8	28.4	19.4	16.3	12.6
Detroit:																								
Present													24	22	19	12.5	9	7	22	20	17	12	9	8
Proposed													25.2	23.1	20	13.1	9.5	7.4	23.1	21	17.9	12.6	9.5	8.4
Actual 5 per cent advance													25.2	23.1	20	13.1	9.5	7.4	23.1	21	17.9	12.6	9.5	8.4
Grand Rapids:																								
Present																			30	26	20	13.5	11	9
Proposed																			34	29	22	15	12.5	10
Actual 5 per cent advance																			31.5	27.3	21	14.2	11.6	9.5
Jackson:																								
Present	25	22	19.5	12.5	9.5	8	24	22	19.5	12.5	9.5	8	25	22	19.5	12.5	9.5	8	24.5	22	19.5	12.5	9	8
Proposed	26.3	23.1	20.5	13.1	10	8.4	26	23.1	20	13.1	9.5	8.4	26.3	23.1	20.5	13.1	10	8.4	28	24	20	14	10.5	8
Actual 5 per cent advance	26.3	23.1	20.5	13.1	10	8.4	25.2	23.1	20.5	13.1	10	8.4	26.3	23.1	20.5	13.1	10	8.4	25.7	23.1	20.5	13.1	9.5	8.4
Kalamazoo:																								
Present																			30	26	20	13.5	11	9
Proposed																			31.5	27.3	21	14.2	11.6	9.5
Actual 5 per cent advance																			31.5	27.3	21	14.2	11.6	9.5
Lansing:																								
Present							31.5	27	21.5	14	11.5	9							28.5	25	20	13.5	10.5	8
Proposed							33.1	28.4	22.6	14.7	12.1	9.5							29.9	26.3	21	14.2	11	8.4
Actual 5 per cent advance							33.1	28.4	22.6	14.7	12.1	9.5							29.9	26.3	21	14.2	11	8.4

Mackinaw City:																								
Present																								
Proposed																								
Actual 5 per cent advance																								
Manistee:																								
Present																								
Proposed																								
Actual 5 per cent advance																								
Port Huron:																								
Present							34	29.5	22.5	15	13	10	34	29.5	21.5	15	12.5	10	31.5	27	21.5	14	11.5	9
Proposed							35.7	31	23.6	16	13.7	10.5	35.7	31	23.6	16	13.1	10.5	33.1	28.4	22.6	16	12.1	9.5
Actual 5 per cent advance							35.7	31	23.6	15.8	13.7	10.5	35.7	31	23.6	15.8	13.1	10.5	33.1	28.4	22.6	14.7	12.1	9.5
St. Joseph:																								
Present																			30	26	20	13.5	11	9
Proposed																			33	28	22	15	12	9.5
Actual 5 per cent advance																			31.5	27.3	21	14.2	11.6	9.5

From	Warsaw, Ind.						North Judson, Ind.						Fort Wayne, Ind.						South Bend, Ind.					
To Michigan points named.	Class—																							
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Bay City:																								
Present																			31.5	27	21.5	14	11.5	9
Proposed																			35	30	22.6	16	13	10
Actual 5 per cent advance																			33.1	28.4	22.6	14.7	12.1	9.5
Big Rapids:																								
Present																								
Proposed																								
Actual 5 per cent advance																								
Cadillac:																								
Present													42	36	27	18.5	15.5	12						
Proposed													44.1	37.8	28.4	19.4	16.3	13.1						
Actual 5 per cent advance													44.1	37.8	28.4	19.4	16.3	12.6						
Detroit:																								
Present													27.5	24	20	13	10	8.5	30	26	20	13.5	11	9
Proposed													28.9	25.2	21	13.7	10.5	8.9	32	28	22	14.5	11.6	9.5
Actual 5 per cent advance													28.9	25.2	21	13.7	10.5	8.9	31.5	27.3	21	14.2	11.6	9.5
Grand Rapids:																								
Present	27.5	24	20	13	10	8							27.5	24	20	13	10	8	25	22	19.5	12.5	9.5	8
Proposed	30	26	21	15	11	8.5							30	26	21	15	11	8.5	30	26	20.5	15	11	8.5
Actual 5 per cent advance	28.9	25.2	21	13.7	10.5	8.4							28.9	25.2	21	8.7	10.5	8.4	26.3	28.1	20.5	13.1	10	8.4

Exhibit C.—*Comparison of class rates to Michigan points, account Michigan revision*—Continued.

From	Warsaw, Ind.						North Judson, Ind.						Fort Wayne, Ind.						South Bend, Ind.					
To Michigan points named.	Class—																							
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Jackson:																								
Present.	....	....	....	....	....	....	....	....	....	....	....	....	24	22	19	12.5	9	8	26	23	19.5	13	10	8
Proposed	....	....	....	....	....	....	....	....	....	....	....	....	26	23.1	20	13.1	9.5	8.4	30	26	20.5	13.7	11	8.5
Actual 5 per cent advance.	....	....	....	....	....	....	....	....	....	....	....	....	25.2	23.1	20	13.1	9.5	8.4	27.3	24.2	20.5	13.7	10.5	8.4
Kalamazoo:																								
Present.	....	....	....	....	....	....	....	....	....	....	....	....	26	23	17	13	9	7	21	18	14	10	8	6.5
Proposed	....	....	....	....	....	....	....	....	....	....	....	....	27.3	24.2	20.5	13.7	10.5	8.4	22.1	18.9	14.7	10.5	8.4	6.8
Actual 5 per cent advance.	....	....	....	....	....	....	....	....	....	....	....	....	27.3	24.2	17.9	13.7	9.5	7.4	22.1	18.9	14.7	10.5	8.4	6.8
Lansing:																								
Present.	32	28	22	14.5	11.5	9	....	....	....	....	....	....	27.5	24	20	13	10	8	28	24	20	14.5	11	8.5
Proposed	33.6	29.4	23.1	16	12.1	10	....	....	....	....	....	....	30	26	21	14.5	11	8.5	30	26	21	14.5	11	8.9
Actual 5 per cent advance.	33.6	29.4	23.1	15.2	12.1	9.5	....	....	....	....	....	....	28.9	25.2	21	13.7	10.5	8.4	29.4	25.2	21	15.2	11.6	8.9
Mackinaw City:																								
Present.	51	44	33	25	19	14.5	....	....	....	....	....	....	51	44	33	25	19	14.5	51	44	33	25	19	14.5
Proposed	53.6	46.2	35	26.3	20	15.5	....	....	....	....	....	....	53.6	46.2	34.7	26.3	20	15.2	53.6	46.2	34.7	26.3	20	15.2
Actual 5 per cent advance.	53.6	46.2	34.7	26.3	20	15.2	....	....	....	....	....	....	53.6	46.2	34.7	26.3	20	15.2	53.6	46.2	34.7	26.3	20	15.2
Manistee:																								
Present.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Proposed	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Actual 5 per cent advance.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Port Huron:																								
Present.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Proposed	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Actual 5 per cent advance.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
St. Joseph:																								
Present.	23	22	18	12	9	8	25	22	19.5	12.5	9.5	8	....	....	....	....	....	....	18	15	11	9	7.5	6
Proposed	24.2	23.1	18.9	12.6	9.5	8.4	26.3	23.1	20.5	13.1	10	8.4	....	....	....	....	....	....	18.9	15.8	12	9.5	7.9	6.3
Actual 5 per cent advance.	24.4	23.1	18.9	12.6	9.5	8.4	26.3	23.1	20.5	13.1	10	8.4	....	....	....	....	....	....	18.9	15.8	11.6	9.5	7.9	6.3

EXHIBIT D.

[Pages 86 and 87.]

The following will illustrate the all-rail rates between St. Paul, Duluth, etc., and points described in section 1.

[Rates in cents per 100 pounds.]

EASTBOUND.

From	Duluth, Minn.-St. Paul, Minn.						Winona, Minn.						Marquette, Mich.					
To—	Class—																	
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Buffalo, N. Y.:																		
Present	95	79	60	42	36.5	29.5	89	74	56	39	33.5	27.5	79.5	66.5	49.5	33	28.5	25
Proposed	97.3	81	61.5	43.1	37.4	30.3	91.3	76	52.5	40.1	34.4	28.3	81.8	68.5	51	34.1	29.4	25.2
5 per cent advance	99.8	83	63	44.1	38.3	31	93.5	77.7	58.8	41	35.2	28.9	83.5	69.8	52	34.7	29.9	26.3
Cincinnati, Ohio:																		
Present	91	75	56	39	33.5	26.5	86	71	53	36	30.5	24.5	76	55	50	33	29	25
Proposed	93.3	77	57.5	40.1	34.4	27.3	88.3	73	54.5	37.1	31.4	25.3	78.3	67	51.5	34.1	29.9	29.8
5 per cent advance	95.6	78.8	58.8	41	35.2	27.8	90.3	74.6	55.7	37.8	32	25.7	79.8	68.3	52.5	34.7	30.5	26.3
Cleveland, Ohio:																		
Present	91	75	56	39	33.5	26.5	86	71	53	36	30.5	24.5	75	63	45	30	26	22
Proposed	93.3	77	57.5	40.1	34.4	27.3	88.3	73	54.5	37.1	31.4	25.3	77.3	65	46.5	31.1	26.9	23.8
5 per cent advance	95.6	78.8	58.8	41	35.2	27.8	90.3	74.6	55.7	37.8	32	25.7	78.8	66.2	47.3	31.5	27.3	23.1
Columbus, Ohio:																		
Present	91	75	56	39	33.5	26.5	86	71	53	36	30.5	24.5	75	63	45	30	26	22
Proposed	93.3	77	57.5	40.1	34.4	27.3	88.3	73	54.5	37.1	31.4	25.3	77.3	65	46.5	31.1	26.9	22.8
5 per cent advance	95.6	78.8	58.8	41	35.2	27.8	90.3	74.6	55.7	37.8	32	25.7	78.8	66.2	47.3	31.5	27.3	23.1
Detroit, Mich.:																		
Present	83	70	52.5	37	31	24.5	77	65	48.5	34	28	21.5	60	50	37	28	22	20
Proposed	85.3	72	54	38.1	31.9	25.3	79.3	67	50	35.1	28.9	22.3	62.3	52	38.5	29.1	22.9	20.8
5 per cent advance	87.2	73.5	55.1	38.9	32.6	25.7	80.9	68.3	50.9	35.7	29.4	22.6	63	52.5	38.9	29.4	23.1	21
Grand Rapids, Mich.:																		
Present	78	66	49.5	34.5	28.5	23	77	65	48.5	34	28	21.5	55	44	34	25.5	19	18
Proposed	80.3	68	51	35.6	29.4	23.8	79.3	67	50	35.5	28.9	22.3	57.3	46	35.5	26.6	19.9	18.8
5 per cent advance	81.9	69.3	52	36.2	29.9	24.2	80.9	68.3	50.9	35.7	29.4	22.6	57.8	46.2	35.7	26.8	20	18.1
Indianapolis, Ind.:																		
Present	81	69	51	35	29	23.5	76	65	48	32	26	21.5	75	65	48	32	26	23.5
Proposed	83.3	71	52.5	36.1	29.9	24.3	78.3	67	49.5	33.1	26.9	22.3	77.3	67	49.5	33.1	26.9	24.3
5 per cent advance	85.1	72.5	53.6	36.8	30.5	24.7	79.8	68.3	50.4	33.6	27.3	22.6	78.8	68.3	50.4	33.6	27.3	24.7

EXHIBIT D—Continued.

[Rates in cents per 100 pounds.]

EASTBOUND—Continued.

From	Duluth, Minn.-St. Paul, Minn.						Winona, Minn.						Marquette, Mich.					
To—	Class—																	
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Pittsburgh, Pa.:																		
Present	95	79	60	42	36.5	29.5	89	74	56	39	33.5	27.5	79.5	66.5	50	35.5	29	25
Proposed	97.3	81	61.5	43.1	37.4	30.3	91.3	76	57.5	40.1	34.4	28.3	81.8	68.5	51.5	36.6	29.9	25.8
5 per cent advance	99.8	83	63	44.1	38.3	31	93.5	77.7	58.8	41	35.2	28.9	83.5	69.8	52.5	37.3	30.5	26.3
Toledo, Ohio:																		
Present	83	70	52.5	37	31	24.5	77	65	48.5	34	28	21.5	60	50	37	28	22	20
Proposed	85.3	72	54	38.1	31.9	25.3	79.3	67	50	35.1	28.9	22.3	62.3	52	38.5	29.1	22.9	20.8
5 per cent advance	87.2	73.5	55.1	38.9	32.6	25.7	80.9	68.3	50.9	35.7	29.4	22.6	63	52.5	38.9	29.4	23.1	21
Youngstown, Ohio:																		
Present	93	77	58	40	34.5	27.5	87	72	54	37	31.5	25.5	77.5	64.5	47.5	31	26.5	23
Proposed	95.3	79	59.5	41.1	35.4	28.3	89.3	74	55.5	38.1	32.4	26.3	79.8	66.5	49	32.1	27.4	23.8
5 per cent advance	97.7	80.9	60.9	42	36.2	28.9	91.4	75.6	56.7	38.9	33.1	26.8	81.4	67.7	49.9	32.6	22.8	24.2

WESTBOUND.

From	Duluth, Minn.-St. Paul, Minn.						Winona, Minn.						Marquette, Mich.					
To—	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Buffalo, N. Y.:																		
Present	95	79	60	42	36.5	29.5	89	74	56	39	33.5	27.5	79.5	66.5	49.5	33	28.5	25
Proposed	97.3	81	61.5	43.1	37.4	30.3	91.3	76	57.5	40.1	34.4	28.3	81.8	68.5	51	34.1	29.4	25.8
5 per cent advance	99.8	83	63	44.1	38.3	31	93.5	77.7	58.8	41	35.2	28.9	83.5	69.8	52	34.7	29.9	26.3
Cincinnati, Ohio:																		
Present	91	75	56	39	33.5	26.5	86	71	53	36	30.5	24.5	76	65	50	33	29	25
Proposed	93.3	77	57.5	40.1	34.4	27.3	88.3	73	54.5	37.1	31.4	25.3	78.3	67	51.5	34.1	29.9	25.8
5 per cent advance	95.6	78.8	58.8	41	35.2	27.8	90.3	74.6	55.7	37.8	32	25.7	79.8	68.3	52.5	34.7	30.5	26.3
Cleveland, Ohio:																		
Present	91	75	56	39	33.5	26.5	86	71	53	36	30.5	24.5	75	63	45	30	26	22
Proposed	93.3	77	57.5	40.1	34.4	27.3	88.3	73	54.5	37.1	31.4	25.3	77.3	65	46.5	31.1	26.9	22.8
5 per cent advance	95.6	78.8	58.8	41	35.2	27.8	90.3	74.6	55.7	37.8	32	25.7	78.8	66.2	47.3	31.5	27.3	23.1
Columbus, Ohio:																		
Present	91	75	56	39	33.5	26.5	86	71	53	36	30.5	24.5	75	63	45	30	26	22
Proposed	93.3	77	57.5	40.1	34.4	27.3	88.3	73	54.5	37.1	31.4	25.3	77.3	65	46.5	31.1	26.9	22.8
5 per cent advance	95.6	78.8	58.8	41	35.2	27.8	90.3	74.6	55.7	37.8	32	25.7	78.8	66.2	47.3	31.5	27.3	23.1

Detroit, Mich.:																		
Present	83	70	52.5	37	31	24.5	77	65	48.5	34	28	21.5	60	50	37	28	22	20
Proposed	85.3	72	54	38.1	31.9	25.8	79.3	67	50	35.1	28.9	22.3	62.3	57	38.5	29.1	22.9	20.8
5 per cent advance	87.2	73.5	55.1	38.9	32.6	25.7	80.9	68.3	50.9	35.7	29.4	22.6	63	52.5	38.9	29.4	23.1	21
Grand Rapids, Mich.:																		
Present	78	66	49.5	34.5	28.5	23	76	65	48	32	26	21.5	55	44	34	25.5	19	18
Proposed	80.3	68	51	35.6	29.4	23.8	78.3	67	49.5	33.1	26.9	22.3	57.3	46	35.5	26.6	19.9	18.8
5 per cent advance	81.9	69.3	53	36.2	29.9	24.2	79.8	68.3	50.4	33.6	27.3	22.6	57.8	46.2	35.7	26.8	20	18.9
Indianapolis, Ind.:																		
Present	81	69	51	35	29	23.5	76	65	48	32	26	21.5	75	65	48	32	26	23.5
Proposed	83.3	71	52.5	36.1	29.9	24.3	78.3	67	49.5	33.1	26.9	22.3	77.3	67	49.5	33.1	26.9	24.3
5 per cent advance	85.1	72.5	53.6	36.8	30.5	24.7	79.8	68.3	50.4	33.6	27.3	22.6	78.8	68.3	50.4	33.6	27.3	24.7
Pittsburgh, Pa.:																		
Present	95	79	60	42	36.5	29.5	89	74	56	39	33.5	22.5	79.5	66.5	49.5	33	28.5	25
Proposed	97.3	81	61.5	43.1	37.4	30.3	91.3	76	57.5	40.1	34.4	28.3	81.8	68.5	51	34.1	29.4	25.8
5 per cent advance	99.8	83	63	44.1	38.3	31	93.5	77.7	58.8	41	35.2	28.9	85.5	69.8	52	34.7	29.9	26.3
Toledo, Ohio:																		
Present	83	70	52.5	37	31	24.5	77	65	48.5	34	28	21.5	60	50	37	28	22	20
Proposed	85.3	72	54	38.1	31.9	25.3	79.3	67	50	35.1	28.9	22.3	62.3	52	38.5	29.1	22.9	20.8
5 per cent advance	87.2	73.5	55.1	38.9	32.6	25.7	80.9	68.3	50.9	35.7	29.4	22.6	63	52.5	38.9	29.4	23.1	21
Youngstown, Ohio:																		
Present	93	77	58	40	34.5	27.5	87	72	54	37	31.5	25.5	77.5	64.5	47.5	31	26.5	23
Proposed	95.3	79	59.5	41.1	35.4	28.3	89.3	74	55.5	38.1	32.4	26.3	79.8	66.5	49	32.1	27.4	23.8
5 per cent advance	97.7	80.9	60.9	42	36.2	28.9	91.4	75.6	56.7	38.9	33.1	26.8	81.4	67.7	49.9	32.6	27.8	24.2

EXHIBIT E.—*Brick and articles taking same rates.*

[Page 88.]

To	Chicago, Ill.				Peoria, Ill.				St. Louis, Mo.				Terre Haute, Ind.				Indianapolis, Ind.				Grand Rapids, Mich.				Fort Wayne, Ind.			
From—	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.
				P. ct.				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*
Pittsburgh district	195	204	204	5	230	242	242	5	260	274	274	5	195	204	204	5	165	174	174	5	190	200	200	5	160	168	168	5
Oil City district	195	204	204	5	230	242	242	5	240	274	274	5	195	204	204	5	165	174	174	5	190	200	200	5	160	168	168	5
Irondale district	185	194	194	[1] 5	220	232	232	[1] 5	250	264	262	(1)	185	194	194	[1] 5	155	164	162	(1)	180	190	190	[1] 5	150	158	158	[1] 5
Steubenville district	185	194	194	[1] 5	220	232	232	[1] 5	250	264	262	(1)	185	194	194	[1] 5	155	164	162	(1)	180	190	190	[1] 5	150	158	158	[1] 5
Mahoning district	175	184	184	[1] 5	210	232	220	(1)	240	254	252	(1)	175	184	184	[1] 5	145	154	152	(1)	170	180	178	(1)	140	148	148	[1] 5
Conneaut district	175	184	184	[1] 5	210	222	220	(1)	240	254	252	(1)	175	184	184	[1] 5	145	154	152	(1)	170	180	178	(1)	140	148	148	[1] 5
Ashtabula district	175	184	184	[1] 5	210	222	220	(1)	240	254	252	(1)	175	184	184	[1] 5	145	154	152	(1)	170	180	178	(1)	140	148	148	[1] 5
Canton district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	160	170	168	(1)	130	138	136	(1)
Wickliffe district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	160	170	168	(1)	130	138	136	(1)
Cleveland district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	160	170	168	(1)	130	138	136	(1)
Cambridge district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	165	175	174	(1)	130	138	136	(1)
Zanesville district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	160	170	168	(1)	130	138	136	(1)
Hocking district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	160	170	168	(1)	130	138	136	(1)
Shawnee district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	[1] 5	135	144	142	(1)	160	170	168	(1)	130	138	136	(1)
Columbus district	165	174	174	[1] 5	200	212	210	(1)	230	234	242	......	155	164	162	(1)	125	134	132	(1)	160	170	168	(1)	120	128	126	(1)
Delaware district	165	174	174	[1] 5	200	212	210	(1)	230	234	242	......	155	164	162	(1)	125	134	132	(1)	160	170	168	(1)	120	128	126	(1)
Portsmouth district	165	174	174	[1] 5	200	212	210	(1)	230	234	242	......	165	174	174	5	135	144	142	(1)	165	175	174	(1)	130	138	136	(1)
Ashland district																												
Middleport district	165	174	174	[1] 5	200	212	210	(1)	230	244	242	(1)	165	174	174	5	145	154	152	(1)	165	175	174	(1)	140	148	148	[1] 5
Marietta district	165	174	174	[1] 5	200	212	210	(1)	220	244	242	(1)	165	174	174	5	145	154	152	(1)	165	175	174	(1)	140	148	148	[1] 5
Findlay district	140	148	148	5	195	205	204	(1)	220	232	232	5	165	174	174	5	125	132	132	5	140	148	148	5	80	85	85	5
Toledo district	135	142	142	5	195	205	204	(1)	220	232	232	5	165	170	174	5	135	142	142	5	125	132	132	5	85	90	90	5
Buffalo district	195	204	204	5	230	242	242	5	260	274	274	5	210	220	220	5	185	194	194	5	190	200	200	5	170	178	178	5
Charleston district	195	204	204	5	230	242	242	5	260	274	274	5	195	204	204	5	165	174	174	5	190	200	200	5	165	174	174	5
Mansfield district	165	174	174	5	200	210	210	5	230	242	242	5	165	174	174	[1] 5	135	142	142	5	160	168	168	5	120	126	126	5
Parkersburg district	165	174	174	5	200	210	210	5	230	242	242	5	165	174	174	[1] 5	145	152	152	5	165	174	174	5	140	148	148	5

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[1] On basis usual differential.

To	Adrian, Mich.				Detroit, Mich.				Toledo, Ohio.				Dayton, Ohio.				Cincinnati, Ohio.				Columbus, Ohio.			
From—	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.
				P. ct.				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*
Pittsburgh district	160	168	168	5	160	168	168	5	130	136	136	5	150	158	158	5	165	174	174	5	140	148	148	5
Oil City district	160	168	168	5	160	168	168	5	130	136	136	5	150	158	158	5	170	179	178	5	140	148	148	5
Irondale district	150	158	158	[1] 5	150	158	158	[1] 5	120	126	126	[1] 5	130	138	136	(1)	145	154	152	(1)	170	126	126	5
Steubenville district	150	158	158	[1] 5	150	158	158	[1] 5	120	126	126	[1] 5	130	138	136	(1)	145	154	152	(1)	120	126	126	5
Mahoning district	140	148	148	[1] 5	140	148	148	[1] 5	110	116	115	(1)	130	138	136	(1)	145	154	152	(1)	120	126	126	5
Conneaut district	140	148	148	[1] 5	140	148	148	[1] 5	110	116	115	(1)	150	158	158	[1] 5	165	174	174	5	140	148	148	5
Ashtabula district	140	148	148	[1] 5	140	148	148	[1] 5	110	116	115	(1)	150	158	158	5	165	174	174	5	140	148	148	5
Canton district	130	138	136	(1)	130	138	136	(1)	100	106	105	(1)	120	128	126	(1)	135	144	142	(1)	95	100	100	5
Wickliffe district	130	138	136	(1)	130	138	136	(1)	100	106	105	(1)	120	128	126	(1)	135	144	142	(1)	100	105	105	5
Cleveland district	130	138	136	(1)	130	138	136	(1)	100	106	105	(1)	120	128	126	(1)	135	144	142	(1)	100	105	105	5
Cambridge district	140	148	148	[1] 5	140	148	148	[1] 5	110	116	115	(1)	115	123	120	(1)	125	134	132	(1)	75	80	80	5
Zanesville district	130	133	136	(1)	130	138	136	(1)	100	106	105	(1)	105	113	110	(1)	115	124	120	(1)	65	70	70	5
Hocking district	130	138	136	(1)	130	138	136	(1)	100	106	105	(1)	105	113	110	(1)	115	124	120	(1)	65	70	70	5
Shawnee district	130	138	136	(1)	130	138	136	(1)	100	106	105	(1)	105	113	110	(1)	115	124	120	(1)	65	70	70	5
Columbus district	130	138	136	(1)	130	138	136	(1)	100	106	105	(1)	70	75	75	5	105	114	110	(1)				
Delaware district	130	138	136	(1)	130	138	136	(1)	90	95	95	5	70	75	75	5	105	114	110	(1)	40	45	45	5
Portsmouth district Ashland district	145	153	152	(1)	145	153	152	(1)	115	121	120	(1)	165	113	110	(1)	105	114	110	(1)	75	80	80	5
Middleport district	145	153	152	(1)	145	153	152	(1)	115	121	120	(1)	115	123	120	(1)	125	134	132	(1)	75	80	80	5
Marietta district	145	153	152	(1)	145	153	152	(1)	115	121	120	(1)	115	123	120	(1)	125	134	132	(1)	95	100	100	5
Findlay district	90	95	95	5	100	105	105	5	60	65	65	5	100	105	105	5	115	122	120	(1)	85	90	90	5
Toledo district	55	60	60	5	70	75	75	5					110	115	115	5	125	132	132	5	100	105	105	5
Buffalo district	160	168	168	5	150	158	158	5	150	158	158	5	180	188	190	(1)	185	194	194	5	175	184	184	5
Charleston district	160	168	168	5	160	168	168	5	140	148	148	5	140	148	148	5	135	142	142	5	135	142	142	5
Mansfield district	130	136	136	5	130	138	136	5	90	95	95	5	110	115	115	5	125	132	132	5	80	85	85	5
Parkersburg district	145	152	152	5	145	152	152	5	125	132	132	5	125	132	132	5	125	132	132	5	110	115	115	5

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[1] On basis usual differential.

EXHIBIT G.—*Comparison of rates on pig iron and articles taking same rates.*

[Page 90.]

To	Chicago, Ill.				Peoria, Ill.				St. Louis, Mo.				Terre Haute, Ind.				Indianapolis, Ind.				Grand Rapids, Mich.				Fort Wayne, Ind.			
From—	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.
								P. ct.				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*				*P. ct.*
Pittsburgh district	280	294	294	5	320	336	336	5	340	358	358	5	280	294	294	5	220	232	232	5	280	294	294	5	200	210	210	5
Beaver district																												
Wheeling district	280	294	294	5	320	336	336	5	340	358	358	5	280	294	294	5	220	232	232	5	280	294	294	5	200	210	210	5
Steubenville district																												
Buffalo district	280	294	294	5	320	336	336	5	340	358	358	5	280	294	294	5	230	242	242	5	280	294	294	5	200	210	210	5
Erie district	280	294	294	5	320	336	336	5	340	358	358	5	280	294	294	5	230	242	242	5	280	294	294	5	200	210	210	5
Oil City district																												
Youngstown district	240	254	252	(1)	280	296	294	(1)	300	318	316	(1)	240	254	252	(1)	180	192	190	(1)	240	254	252	(1)	160	170	168	(1)
Cleveland district	220	234	232	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	175	187	184	(1)	220	234	232	(1)	150	160	158	(1)
Lorain district																												
Uhrichsville district	240	254	252	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	175	187	184	(1)	240	254	252	(1)	160	170	168	(1)
Akron district	220	234	232	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	175	187	184	(1)	220	234	232	(1)	150	160	158	(1)
Canton district	220	234	232	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	175	187	184	(1)	220	234	232	(1)	150	160	158	(1)
Massillon district																												
Canal Dover district	220	234	232	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	175	187	184	(1)	220	234	232	(1)	150	160	158	(1)
Cambridge district	240	254	252	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	175	187	184	(1)	240	254	252	(1)	160	170	168	(1)
Ashland (Ky.) district	240	254	252	(1)	260	276	274	(1)	250	262	262	5	190	200	200	5	150	158	158	5	240	254	252	(1)	160	170	168	(1)
Hanging Rock (Ohio) district																												
Ironton (Ohio) district																												
Columbus (Ohio) district	220	234	232	(1)	250	266	262	(1)	250	262	262	5	180	190	190	5	140	148	148	5	220	234	232	(1)	150	160	158	(1)
Hamilton (Ohio) district	205	219	216	(1)	225	241	236	(1)	225	237	236	(1)	155	165	162	(1)	115	123	120	(1)	220	234	232	(1)	140	150	148	(1)
Jackson (Ohio) district	240	254	252	(1)	260	276	274	(1)	250	262	262	5	190	200	200	5	150	158	158	5	240	254	252	(1)	160	170	168	(1)
New Straitsville (Ohio) district																												
Wellston (Ohio) district																												
Zanesville (Ohio) district	240	254	252	(1)	260	276	274	(1)	300	318	316	(1)	220	234	232	(1)	150	158	158	5	240	254	252	(1)	160	170	168	(1)

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[1] On basis usual differential.

To.	Adrian, Mich.				Detroit, Mich.				Toledo, Ohio.				Dayton, Ohio.				Cincinnati, Ohio.				Columbus, Ohio.			
From—	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.	Present.	Proposed.	Actual 5 per cent advance.	Basis used.
				P. ct.				P. ct.				P. ct.				P. ct.				P. ct.				P. ct.
Pittsburgh district	220	232	232	5	215	226	226	5	175	184	184	5	185	194	194	5	220	232	232	5	160	168	168	5
Beaver district																								
Wheeling district	220	232	232	5	215	226	225	5	175	184	184	5	185	194	194	5	220	232	232	5	150	158	158	5
Steubenville district																								
Buffalo district	190	202	200	5	175	184	184	5	175	184	187	5	225	234	236	(1)	230	242	242	5	205	216	216	5
Erie district	190	202	200	5	175	184	184	5	175	184	184	5	200	210	210	5	230	242	242	5	190	200	200	5
Oil City district																								
Youngstown district	180	192	190	5	175	186	184	(1)	140	149	148	(1)	145	154	152	(1)	180	192	190	(1)	130	136	136	5
Cleveland district	155	167	162	5	155	166	162	(1)	120	129	125	(1)	135	144	142	(1)	175	187	184	(1)	120	126	125	(1)
Lorain district																								
Uhrichsville district	180	192	190	5	180	190	190	5	135	144	142	(1)	135	144	142	(1)	170	182	178	(1)	120	126	125	(1)
Akron district	155	167	162	5	155	166	162	(1)	120	129	125	(1)	135	144	142	(1)	175	187	184	(1)	120	126	125	(1)
Canton district	155	167	162	5	155	166	162	(1)	120	129	125	(1)	135	144	142	(1)	170	182	178	(1)	120	126	125	(1)
Massillon district																								
Canal Dover district	155	167	162	5	155	166	162	(1)	120	129	125	(1)	135	144	142	(1)	170	182	178	(1)	120	126	125	(1)
Cambridge district	180	192	190	5	180	190	190	5	135	144	142	(1)	135	144	142	(1)	155	167	162	(1)	120	126	125	(1)
Ashland (Ky.) district	170	182	178	5	170	181	178	(1)	135	144	142	(1)	115	120	120	5	120	126	126	5	100	105	105	5
Hanging Rock (Ohio) district																								
Ironton (Ohio) district																								
Columbus (Ohio) district	155	167	162	5	155	166	162	(1)	120	129	126	(1)	95	100	100	5	120	126	126	5				
Hamilton (Ohio) district	170	182	178	5	170	181	178	(1)	135	144	142	(1)	65	70	70	5	50	55	55	5	120	125	126	5
Jackson (Ohio) district	170	182	178	5	170	181	178	(1)	135	144	142	(1)	115	120	120	5	120	126	126	5	100	105	105	5
New Straightsville (Ohio) district																								
Wellston (Ohio) district																								
Zanesville (Ohio) district	170	182	178	5	170	181	178	(1)	135	144	142	(1)	115	120	120	5	145	152	152	5	75	80	80	5

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[1] On basis usual differential.

EXHIBIT H.

The following illustrates the rail and lake rates from points in Western New York and Pennsylvania, Ohio and Indiana.

To	Duluth, Minn.						St. Paul, Minn.						Sault Ste. Marie.					
From—	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
Charleston, W. Va.:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Chillicothe, Ohio:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Cincinnati, Ohio:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Columbus, Ohio:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	25	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Delphos, Ohio:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Indianapolis, Ind.:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Lima, Ohio:																		
Present	51.5	45.5	35	25.5	21	18.5	66.5	58.5	44	30.5	25	20.5	45.5	40	32	24	19.5	16
Proposed	55.6	48.7	39.2	28.6	23.8	20.2	70.6	61.7	48.2	33.6	27.7	22.2	49.6	43.7	35.2	25.6	20.8	17.2
5 per cent advance	54.1	47.8	36.8	26.8	22.1	19.4	69.8	61.4	46.2	32	26.3	21.5	47.8	42	33.6	25.2	20.5	16.8
Pittsburgh, Pa.:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9
Portsmouth, Ohio:																		
Present	60	51	42	28.5	23.5	20.5	75	64	51	33.5	27.5	22.5	54	46	38	27	22	18
Proposed	63.8	54.3	44.5	31.8	26.4	22.2	78.8	67.3	53.5	36.8	30.2	24.2	57.8	49.3	40.5	28.8	23.4	19.2
5 per cent advance	63	53.6	44.1	29.9	24.7	21.5	78.8	67.2	53.6	35.2	28.9	23.6	56.7	48.3	39.9	28.4	23.1	18.9

LARGE EXHIBIT No. 1.

[Dec. 10, 1913.]

OUTLINE OF TESTIMONY OF R. H. LARGE.

GENERAL.

The instructions received from the executive committee of the Trunk Line nd Central Freight associations required that a general advance be made of per cent, with a minimum of 5 cents per ton, the existing differentials to be reserved.

It was determined by the coal-traffic officers:

(1) That wherever port or regional differentials existed in making the 5 er cent advance such differentials should be preserved.

(2) That fractions of forty-nine one-hundredths of 1 cent should be dropped, nd, where the straight 5 per cent figured fifty one-hundredths of 1 cent, a cent hould be added.

BITUMINOUS COAL RATES.

EASTBOUND.

(1) TIDEWATER.

The existing rates on bituminous coal to the Atlantic seaboard for transhipment by water to coastwise or export destinations from the various fields f origin hereinafter designated to the several ports of transshipment, which ates have existed since May 1, 1907, are as follows:

From the Georges Creek and Cumberland, upper Potomac, Austen-Newburgh, Meyersdale, Somerset, and Clearfield regions to Baltimore, f. o. b. vessels, $1.18 per gross ton; to Philadelphia, f. o. b. vessels, $1.25 per gross ton; to the ower New York Harbor ports of South Amboy, Elizabethport, etc., $1.55 per gross ton; to the upper New York Harbor ports, $1.60 per gross ton.

From the New River and Pocahontas districts to Hampton Roads, via the Chesapeake & Ohio Railway, Norfolk & Western Railway, and Virginian Railway, $1.40 per gross ton.

While the basic rate to tidewater is the rate from the Georges Creek and Cumberland region to Baltimore, via the Baltimore & Ohio Railroad, of $1.18 per gross ton, it may be said that the basing rate is the $1.25 rate to Philadelphia, on which rate the differentials to the several other ports are based.

The 7-cent lesser rate to Baltimore is theoretically to equalize the difference n the boat freights from Baltimore to the ports of entry in New England, as compared with the going boat freights from Phialdelphia and Hampton Roads, which under normal conditions are the same.

The 15 cents per ton differential to Hampton Roads above Philadelphia has prevailed for the last 10 or more years and was established for the following reasons:

(1) To equalize the difference in the cost of producing coal in the New River and Pocahontas districts as compared with the central Pennsylvania districts.

(2) To compensate for the longer haul from the New River and Pocahontas districts to Hampton Roads as compared with the haul from the central Pennsylvania and Georges Creek and Cumberland districts to Baltimore and Philadelphia.

(3) To equalize the difference in the value of the Pocahontas and New River coal in steam-producing units as compared with the coal produced in the central Pennsylvania fields.

The differential of 30 cents to the lower New York Harbor ports and 35 cents to the upper New York Harbor ports over and above the rate to Philadelphia, or 15 and 20 cents, respectively, over and above the rate to Hampton Roads, was established theoretically to equalize the difference in the going boat freights from New York Harbor to New England ports, as compared with the going boat freights from Philadelphia and Hampton Roads to the same ports.

As a straight 5 per cent advance in the aforesaid rates would have resulted in an advance of 8 cents in the $1.55 rate to New York Harbor, of 7 cents in the $1.40 rate to Hampton Roads, and of 6 cents in the $1.25 and $1.18 rates to Philadelphia and Baltimore (observing the rule with respect to fractions determined upon), and as it was essential that the prevailing differentials to t several ports should be preserved, it was determined to advance the tidewat rates based on the average rate to all ports. Adding the 5 before-mention rates together and dividing by 5 gives an average rate of $1.396 per gross to 5 per cent of which would be 7 cents per ton, the equivalent of a 5 per ce advance in the $1.40 rate to Hampton Roads. It was therefore determined advance the tidewater rates 7 cents per ton. Thus, while the rate to Hampt Roads would be advanced exactly 5 per cent, the rate to New York Harbor le than 5 per cent, and the rates to Philadelphia and Baltimore slightly more tha 5 per cent, the port differentials are preserved.

It was further understood that the existing regional differentials over an above the aforesaid rates from the Georges Creek and Cumberland, Auste Newburgh, Meyersdale, Somerset, and Clearfield regions, and from the Ne River and Pocahontas regions should be preserved. For example, the rates Baltimore, Philadelphia, and New York Harbor from the Greensburg distri are 10 cents per ton above the rates from the Clearfield region; from the Wes moreland and Fairmont regions, 25 cents above the rates from the Clearfiel region, etc. Those, as well as all other regional differentials to tide, wer preserved, so that all rates on bituminous coal to the Atlantic seaboard f transshipment into vessels for coastwise or export trade were advanced straight 7 cents per ton—i. e., an average advance of 5 per cent on the minimu rate to tide—which, of course, yields materially less than a 5 per cent advan on the average rate to tide.

(2) ALL-RAIL—NEW ENGLAND.

It was further determined, using as the basing rate the minimum rate (whic is the Clearfield-Somerset rate), to advance the all-rail rates to New England straight 5 per cent, observing the rule with respect to fractions decided upo and that the inland rates from the ports of entry in New England to the interio of New England should be advanced 5 per cent, with a minimum of 5 cents pe ton, by the New York, New Haven & Hudson River Railroad Co., the Boston Maine Railroad Co., and others. It was recognized, by reason of the fact tha there could be no advance anticipated in the prevailing boat freights from th several Atlantic seaboard ports to the New England ports of entry, that it ma be necessary at some future time to make some slight changes in the all-rai rates to be established under the 5 per cent advance to New England in orde to take up that slack, but it is anticipated that the minimum advance of 5 cent per ton from New England ports of entry to the interior will in nearly al cases accomplish that result.

(3) ALL-RAIL—EASTERN ROUTES OTHER THAN NEW ENGLAND.

The all-rail rates to eastern destinations in New York State, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, and the District of Columbia and into Canada, via the so-called St. Lawrence River gateways, were advanced straight 5 per cent, using as the basing rate the so-called Clerfield-Somerset-Meyersdale rate, and the regional differentials over and above that rate were preserved, both in the all-rail rates to New England and in the all-rail rates the other territory referred to. It will be observed that while a straight 5 per cent advance was made in these rates that advance was based on the minimum rate, and therefore is not by any means equivalent to a 5 per cent advan in the average rate.

NORTHBOUND.

The rates to the Buffalo district were advanced 6 cents per ton, that being 5 per cent on the minimum rate—i. e., the rate from the Reynoldsville distric of $1.10—and likewise 5 per cent on the maximum rate—i. e., the rate from the Pittsburgh district of $1.25. This advance of 6 cents per ton was likewise made in the proportions of the through rates to the north side of Lake Erie such joint rates as were published into Canada, via Ashtabula and other Lak Erie ports and across Lake Erie car ferry routes, thus preserving the existing relation between the all-rail rates via those routes and the combination of the rates to and beyond Black Rock.

WESTBOUND.

(1) CARGO COAL RATES.

The existing rates on bituminous coal from the several fields of origin to Lake Erie ports for transshipment as cargo up the Great Lakes are as follows:

	Per net ton.
From the Pittsburgh district	$0.78
From the Ohio district	.75
From the Fairmont district	.90
From the Kanawha and Thacker districts	.97
From the Pocahontas and New River districts	1.12

As the rates from the Pittsburgh, Ohio, Fairmont, Kanawha, and Thacker districts were less than $1 per ton, and as the executive officers had determined that the minimum advance should be 5 cents per ton, it was decided to advance all the rates from the several fields of origin to the several Lake Erie ports for transshipment as cargo up the Great Lakes a straight 5 cents per ton, thus preserving the existing regional differentials.

(2) LINE RATES.

In the all-rail rates to the West the Pittsburgh district rate was used as the basing rate. That rate was advanced 5 per cent, the regional differentials from the other districts being preserved. In this instance, in the case of the rate to Chicago and some other western places where the rates, all rail, from the Ohio district are on a differential of 25 cents per ton less than the Pittsburgh district rate the advance may be said to be slightly more than 5 per cent.

ANTHRACITE COAL RATES.

EASTBOUND.

By reason of the fact (1) that the existing rates on anthracite coal to the East are already the subject of bitter attack and that the Interstate Commerce Commission is about to proceed with an exhaustive examination into the rates, rules, regulations, and practices of the several carriers of anthracite coal, and (2) that the small sizes of anthracite coal must practically all be sold in the East and are now sold at a loss—that is, at less than the cost of production—in competition with bituminous coal it was deemed unwise by certain of the interests to advance the eastbound anthracite coal rates, and no advance therein was made.

WESTBOUND.

The rates on anthracite coal to and beyond the western termini of the trunk ines were advanced straight 5 per cent; that is to say, the rate to Buffalo was advanced 5 per cent, and the rates published by the several lines operating westward therefrom were also advanced 5 per cent, as were likewise the all-rail rates to and beyond Pittsburgh published by the Pennsylvania Railroad Co. and ts connections; the rates to and beyond Salamanca published by the Erie Railroad Co. and its connections, and the rates to and beyond Pittsburgh published by the Philadelphia & Reading Railway Co. in connection with the Baltimore & Ohio Railroad Co. and their connections, and all other all-rail rates, with the exception that to the several Mississippi River crossings, to which there are oint rates established, which rates are based on certain differentials over and above the Chicago rate, those differentials were preserved. For example, a 5 per cent advance in the $3.50 rate to Chicago amounts to 18 cents per ton, making the rate $3.68. The Peoria rate for many years has been 25 cents above he Chicago rate and the St. Louis rates 50 cents above the Chicago rate, and hose differentials were preserved, making the Peoria rate $3.93 instead of $3.94 and the St. Louis rate $4.18 instead of $4.20.

COKE RATES.

EASTBOUND, WESTBOUND, AND NORTHBOUND.

It will be observed from the foregoing that in every instance, with the exception of the rail rates to Chicago and a few other western places, in so far as the advances in the bituminous and anthracite coal rates are concerned, the of its exchanging in a certain ratio for some other substance." (The Theory of Political Economy, p. 77.)

The civilized world has gradually chosen gold as the best standard of value because it possesses some of the elements of stability and also possesses certain highly useful qualities of durability, divisibiltiy, and exchangeability. It by no means follows, however, that a given amount of gold represents a fixed value. The monetary law which in the United States prescribes that 25.8 grains of gold nine-tenths fine shall be known as a dollar does nothing to fix the value of the dollar in relatoin to other things. It simply establishes a sort of barometer by which the relations of other things are measured, like the yardstick for length or the bushel for bulk. If 1 bushel of wheat is worth to-day 2 bushels of potatoes, and the price of a bushel of wheat is $1, it is more convenient to refer to the value of the bushel of potatoes to the gold dollar than it would be to speak always in comparisons of wheat and potatoes, or steel rails, or pairs of shoes. But the use of the dollar as a denominator of value in this manner by no means precludes constant changes in the value of the dollar in relation to other things. Indeed, when wheat rises from $1 to $1.50 per bushel, the value of the gold dollar in relation to wheat has fallen to 66⅔ per cent of its former value.

This is exactly the ratio in which the purchasing power of the dollar has fallen during the last 15 years, according to Prof. Irving Fisher, who has been giving much study to the question of the stability of the monetary standard. Here are his words:

"During the last 15 years, although the gold dollar has remained the same in size, its purchasing power has fallen to two-thirds of the dollar of 15 years ago. This shrinkage in the monetary yardstick has injured all those who had expected to receive a fixed number of dollars—salaried men, wage earners, bondholders, savings-bank depositors, and many others." (Instability of Gold, lecture prepared by Prof. Irving Fisher for the Alexander Hamilton Institute, p. 6.)

It is this fact—that the value of the dollar has fluctuated in recent years in its relation to the great mass of commodities, and has changed to the disadvantage of the dollar—upon which I desire to lay emphasis. It is not necessary at the present time to go into the causes for this depreciation—whether it is because there are more dollars in the ratio of the work to be performed, whether a speculative spirit has caused credit to expand unduly, or whether certain classes of goods have become so scarce in relation to demand that competition has raised their price in terms of dollars.

The essential point is not the causes of this depreciatoin, but the fact. There is no real dispute as to whether gold has depreciated or commodities have appreciated when proper definitions are adhered to. To quote from my own work (The Principles of Money and Banking, Vol. I, p. 153):

"Variations in the exchange value of an article are indicated by changes in prices, and changes in prices are themselves the index of changes in the exchange value of money. Limiting the discussion to this definition of value it would be futile to argue, for instance, that gold has not 'appreciated' in regard to given articles when their prices had fallen, and equally futile to argue that it had not 'depreciated' when prices had risen."

As put by Dr. Pierson, late minister of finance of the Netherlands, "A fall in the value of money and a rise in prices are not two occurrences, certainly not two occurrences standing to each other in the relation of cause and effect: they constitute a single occurrence described in two different ways."

It was contended by many, when the gold dollar was increasing in purchasing power, that this was due to the increased productive power of labor and machinery—in other words, that the labor compensated by a given number of dollars produced a larger quantity of goods, of which each unit could, therefore, be sold at a lower price. That such a change has occurred is undoubtedly true, and it has tended in a marked degree to reduce the labor cost of manufactured articles within our generation. If, therefore, we encounter the fact that in spite of this persistent increase in the productive powers of human society, the price of goods has not fallen upon the average in recent years, but that more dollars are required for the purchase of almost any given commodity than was the case 16 years ago, 10 years ago, or even 4 years ago, it is evidence of the depreciation of the purchasing power of the dollar.

If it requires more dollars to-day to purchase a given amount of goods or services, then in relation to those goods or services there has been a depreciaion in the value of money. Such a decline in the purchasing power of gold, which is now the standard money in practically every civilized state, in itself constitutes a depreciation of gold. This statement is not a discussion of cause or effect—whether the increase in the supply of gold has caused a rise in prices or whether the rise in prices is due to entirely different causes. The fact remains that gold has depreciated in relation to nearly all other commodities.

It is this fact which faces the railways as well as other producers and investors, and with which they have had to deal in recent years. Those producers who have been able to operate in a market where they were free to use their own judgment and economic power in fixing prices or wages, have been able to adapt themselves more or less rapidly to the depreciation in the purchasing power of the dollar. If they were workers for wages, they have been able to demand increases in their wages to enable them to meet the increased cost of living, as expressed in dollars. If they were dealers in articles of retail trade, they have been able to advance the prices of those articles from time to time to cover the increased cost of obtaining them at wholesale or directly from the producer. By this means they have succeeded in effecting the economic adjustment of their position to the diminished purchasing power of the dollar. The process has been gradual, although the figures which I shall soon present will show that it has been rapid. The fact that it has been gradual, and that wage earners and merchants have been able to adapt themselves gradually to the change, has, to a certain extent, concealed its real economic significance.

A warm political campaign was waged in this country 17 years ago, in which it was declared on one side that the purpose of the other side was to cut the value of the dollar in two by substituting for the gold dollar, which was the standard, a dollar of another metal having only half the value of the old. Rightly or wrongly, it was declared that there was likely to ensue a rise of prices, expressed in the cheaper dollars, which would be so sudden and rapid that it would not be possible for the wage earner to keep pace with the change, and that he would suffer at first a diminution of one-half in the purchasing power of his wages before he could obtain even a partial adjustment of the number of dollars paid him to their diminished value in exchange for other things.

Something like the process of this predicted change has been going on from quite other causes during the past 17 years, but the fact that it has occurred without any change in the statutes fixing the amount of metal or the kind of metal in the dollar has veiled its real significance to the average man, and has prevented taking measures of protection against its effects except through efforts to increase wages and prices.

What would have been said if it had been proposed by law in 1896 to require the railways to reduce their rates from 35 to 50 per cent within 15 years? What would have been the protests and what would have been the unsettlement of the value of railway securities in the market if an order had been made by this commission to any such effect? But the silent and irresistible processes of economic forces have reduced the money value of these rates in something like this proportion within the past 16 or 17 years, while the railways have suffered a steady impairment of their earnings, and for a number of years past have been restricted by statute law from adapting themselves, like other industries, to the new monetary conditions.

THE SUBSTITUTION OF STATUTE LAW FOR ECONOMIC LAW.

As I understand, the railways contend in this case that they should be given permission to adapt their rates to these changes in the purchasing power of the dollar, just as the wage-earner of the merchant has been able to secure an adjustment of his wages or prices, operating in a free market without the restraints of legislation limiting his power to fix his own charges or prices. I do not propose now to discuss the difference between the position of the railways in this respect and the position of manufacturers or traders; nor do I propose to call in question the general policy of governmental regulation of railway rates. What I desire to emphasize is the fact that in the place of those natural economic laws which determine prices and wages in an open market, subject to the manifold influences, not only uncountable in number, but each incapable of measurement in degrees—the influences of volume of business; adequacy of equipment to serve such business, and demand for additional equipment; variation in the quantity and demand for each product produced and shipped; variations in the state of credit, in the quantity money, in the rate for loans, and in the state of the foreign exchanges; influence of political events and uncertainties; vagaries of fashion and demand—that in place of the free play of all these influences upon each other, Government, State and National, regulates what a railway shall charge f transportation. The law has shorn the railways of the right to weigh the shifting conditions and to fix their rates upon their own free initiative; has put the State over them in a position which in some respects is essentia one of guardianship and trusteeship.

To return to my essential point: It is, in substance, that the purchas power of the dollar over the great mass of commodities has permanently fal since the present schedule of passenger and freight rates was establishe Even in a free market, unrestricted by statute law, the effect of changes the purchasing power of money is not simultaneously felt by all classes the community. If such changes did act simultaneously and automatical upon all classes, then the only difference caused by such changes would differences in the expression of wages and prices in terms of money. Unfortunately, however, for certain classes, they are not able to secure an adjustment of their wages and prices so quickly as other classes. Hence come abou inequalities, by which those who are able most quickly to adjust themselve to the new conditions reap profits and advantages over those who are n able to adjust themselves so promptly.

It is obvious that those persons who had fixed incomes expressed in dol would find it difficult, if not entirely impossible, to avoid losses from the ne conditions. Receiving a definite sum in dollars for pensions, salaries, or interest on investments, they would find that this fixed sum in dollars could longer be exchanged for the same amount of food, clothing, and other necessities and comforts of life. Large enterprises in which a certain amount of capital was invested would see the value of their capital shrink in reference other things. The effect of such a condition was well set forth by Mich Chevalier, in his famous book, On the Probable Fall in the Value of G which was translated into English in 1859 by Richard Cobden. The vie of M. Chevalier were expressed as follows:

"During this transition, then, the value of all properties will be subjecte to a painful uncertainty and to injurious fluctuations. It will be still wor for those persons to whom I have already alluded, whose incomes consis a sum of money (Napoleons or sovereigns) fixed in advance. They will in a perpetual state of trouble, anxiety, and uneasiness. They will sink whole sections from their present state to another in which they will enj only the half of their previous comforts; reasoning, as I always do, upon t assumption that gold falls to the half of its present value. They wi flung headlong, without rule or measure, down to a lower station, and with ever having the chance of preparation, for it is the very essence of change this kind, subjected as they are to many opposing influences, to pursue irregular and disorderly course. Now, the persons of whom I am here speaking comprise a very numerous and various class. They are, in the first pl the creditors of the state, of departments, of cities, and of joint-stock compan To form an idea of the number of persons and families who would be comprehended under this head it suffices to call to mind that, in England, t capital of the national debt amounts to 20 milliards of francs (£800,000,000 (On the Probable Fall in the Value of Gold, Michel Chevalier, translated Richard Cobden, London, 1859, pp. 114–115.)

Among the enterprises to be considered in such a connection the char of railways and other public-service corporations were not overlooked, ev when these enterprises were still in their infancy. Upon this point Chevalier expressed himself as follows:

"It would also be necessary to revise, more or less often, the scale charges of ministerial officers or agents of every kind, lawyers, barrist registrars, etc.—a class of persons with whom there is no escaping a reckon as recent experience has shown.

"A similar operation would be necessary with the tariffs of charges wh have been fixed for a multitude of companies, such as those of railways, ca docks, and bridges. In some cases these have been fixed so high origin that the companies have not found it necessary to levy the full rates. Of t number, however, we can hardly specify more than those which relate to t freight traffic on the railways; beyond that, as, for instance, for passen ires, the full charge allowed by law is (in France) levied. It would seem me only consistent with equity that the fares should be raised from the ioment that a state of things, so unforeseen and uncontrollable, arose as a ecognized fall in the value of the metal of which money was made. All iese changes of tariffs would be a labor of infinite difficulty for government nd an endless source of discussions with the legislative body." (On the Probble Fall in the Value of Gold. Michel Chevalier, translated by Richard Coben, London, 1859, p. 121.)

EVIDENCE OF DEPRECIATION IN THE VALUE OF MONEY.

I have thus far endeavored to lay the groundwork of the points to be estabshed and the effect of a depreciation in the purchasing power of money, but it iay be said that I have not presented the proof of such depreciation. It is that point that I now propose to address myself. It is now generally aditted that the most definite and truthworthy method of ascertaining changes i general prices is through index numbers. These index numbers are nothing, i effect, but the reduction of a great variety of prices, dealing with different ommodities measured in different ways—some by pounds, some by tons, some y bulk, and some by the value of the labor which they represent—to a common enominator. In this way units which are dissimilar are reduced to terms of xpression which are similar. While there has been among economists some ispute as to the proper method of arriving at index numbers which are the rue expression of changes in value, it has been found that what might be alled the more refined processes of determining index numbers do not afford esults radically different from comparatively simple averages.

Two different methods were tested by Prof. Roland P. Falkner in the celerated Senate investigation of 1891, whose results have since been brought own to date by the Bureau of Labor. One of these methods was to take the imple average of some 250 articles and thereby arrive at an average price for ne date which could be compared with a similar average for another date. The other method tested by Prof. Falkner was what is called the weighted verage, which consisted in allotting a quantity of each article to the calculaion which was in proportion to the consumption of that article. The results, s I stated, did not differ widely, and this has always proved to be the case xcept where the number of articles considered was small and there were nusual fluctuations in some two or three.

Speaking of different methods of arriving at the index number, including the weighted average of Palgrave and the several methods employed by Falkner, Prof. Hadley says, writing in 1896, at the time of the culmination of the downward trend of prices:

"In point of fact, the results obtained by an unprejudiced application of the hree methods are substantially alike. They all indicate that gold prices in lifferent countries rose from 1850 to 1873 and have fallen since that time, so hat the index numbers which represent the general price level in 1890 stand iot far from the level of 1850. Since the crisis of 1893 there has been a further 'all, so that the general price level of 1895 is exceptionally low." (Economics, New York, 1896, p. 195.)

I do not feel it necessary, therefore, to go into elaborate discussion of the system of index numbers and their value before proceeding to state the charicter of the changes in general prices which are revealed by the index numbers of the Department of Congress. I submit below a table giving the index numbers obtained by Prof. Falkner for a series of years, with the percentage by which average annual prices for 1912 exceed those of previous years. It will be observed that average prices in 1912 were 48.9 per cent higher than in 1897, 47.8 per cent higher than in 1896, and 18.2 per cent higher than in 1904. Analysis of the details of prices by classes of products shows that under the head of metals and implements the index number advanced from 86.6 per cent in 1897 to 126.1 per cent in 1912; lumber and building materials, from 90.4 per cent in 1897 to 148.2 per cent in 1912, or an increase of more than 60 per cent. I will not embody in this statement further details, because the figures are readily accessible in a recent bulletin of the Bureau of Labor (Bulletin No. 114, Apr. 4. 1913), and may there be studied, in connection with the striking diagram on page 10, showing the upward movement of general prices of all commodities during the past 17 years. The relative prices, with the increase in 1912 over other years, is set forth in the following table:

Relative prices of commodities, by calendar years, 1890 to 1912, and per cent that prices for 1912 were higher than for each preceding year.

[Average for 1890 to 1899=100.]

Year or month.	Relative prices of all commodities.	Per cent higher in 1912 than in each preceding year.	Year or month.	Relative prices of all commodities.	Per cent higher in 1912 than in each preceding year.
1890	112.9	18.3	1902	112.9	[illegible]
1891	111.7	19.6	1903	113.6	[illegible]
1892	106.1	25.9	1904	113.0	[illegible]
1893	105.6	26.5	1905	115.9	[illegible]
1894	96.1	39.0	1906	122.5	[illegible]
1895	93.6	42.7	1907	129.5	[illegible]
1896	90.4	47.8	1908	122.8	[illegible]
1897	89.7	48.9	1909	126.5	[illegible]
1898	93.4	43.0	1910	131.6	[illegible]
1899	101.7	31.4	1911	129.2	[illegible]
1900	110.5	20.9	1912	133.6	....
1901	108.5	23.1			

Referring to the simple average, which takes as a standard of 100 the average wholesale price of the 10 years 1890–1899, both inclusive, we obtain some interesting results. It appears that in 1880, the first year after the resumption of specie payments, prices were much higher than the average of 1890–1899. An almost uninterrupted decline occurred, however, until 1896, when the index number fell to 90.4, or more than 40 per cent below the prices of 1880. With the resumption of business activity in 1898, the index number begins to rise until it has attained 110.5 in 1900. There was then a slight recession, followed by a slow recovery, which carried the index number for 1904 to 113. Then began the rapid upward movement of the past eight years—interrupted by the depression of 1908—which finally advanced the index number for the year 1912 to 133.6. This is an increase of nearly 11 points over the low point of 1908, and of 40.2 points over the index number of 1898.

English index numbers bear out the American in a general way, although their range of fluctuation is not quite so wide. The figures of the London Statist, which are printed regularly in the London Bankers' Magazine, takes as a basis the prices of 45 commodities on the average for the 11 years 1867 to 1877, both inclusive, the basic number being 100. The results thus obtained show that the range of prices in 1912 was 39.3 per cent above 1896 and 23 per cent above 1903. The following table gives these index numbers for representative years:

The "Statist" index numbers.

[Based on wholesale prices of 45 commodities, the average of the 11 years, 1867–1877, being taken as 100.]

Year.	Index No.	Year.	Index No.	Year.	Index No.
1880	88	1905	72	1909	[illegible]
1896	61	1906	77	1910	[illegible]
1898	75	1907	80	1911	[illegible]
1900	75	1908	73	1912	[illegible]

Taking articles of food and materials separately, the index numbers compare thus:

	Average.		July, 1896.	December, 1912.	May, 19
	1890–1899	1903–1912			
Food	68	72	60.0	78.4	[illegible]
Materials	64	79	58.6	92.2	[illegible]

THE EVIDENCE OF SWOLLEN BANKING ASSETS.

One of the most remarkable evidences that the increase in the value of goods n terms of mony in recent years has been broad and general in character is afforded by the statistics which are compiled annually by the Comptroller of the Currency in regard to the banking power of the United States. It might seem o the uninformed outsider that it was a source of nothing but congratulation hat the total resources of all the banks of the country, stated in money, had more than doubled during the period from 1900 to 1912. Consideration of the facts, however, and analysis of related figures induce a certain degree of skepticism regarding the reality of the gain.

The essential question is whether this great increase in banking power, by 111 per cent in 12 years, reflects a corresponding increase in the annual production or in the accumulated wealth of the country. The population during this period increased only 25.3 per cent, so that the increase in banking power was more than four times as rapid as that in population. For the four years between 1908 and 1912 the increase in banking power was 27.8 per cent, while the increase in population was only 9.3 per cent.

It might perhaps be contended, if there were only a moderate increase in banking power in ratio to population, that it was due to the increased productive power of labor and machinery. A little calculation will indicate, however, that this is not a satisfactory explanation of the entire increase in banking resources, and that the real cause is the expression of similar transactions in a larger number of dollars. To support the theory that the increase in banking resources was due to the increase of productive power, upon the old level of values, it would be necessary to assume that the productive power of the population of the United States had increaseed on the average about 68 per cent in 12 years. This is based not upon the gross increase in banking power or upon the average of increase, but upon the reduction of banking resources to a per capita basis.

The figures, which appear in the next table, show that the total banking resources of the country per capita amounted in 1900 to $140, in 1908 to $201, and in 1912 to $235. The last-named figure is an increase of 67.68 per cent over that of the year 1900. If this increase were due exclusively to increase in productive capacity it would mean not only that laborers in factories had greatly increased their productive power by the aid of machinery, but that the average increase had been so great as to amount to nearly 68 per cent when spread over the population engaged in simple manual labor and in personal services. Obviously, it requires an optimistic draft upon the imagination to assume any such phenomenal increase in the producing power of the community, and no such result is indicated by known additions to accumulated wealth.

To test the question whether the volume of goods dealt in has increased in any such ratio as banking resources I have divided the ton-mileage of the railways in 1900 and in 1912 by the population in those years and find an increase per capita of 48.14 per cent instead of the 68 per cent shown in banking power. A better test perhaps is afforded—in so far as these figures constitute a test—by the number of tons of freight carried. Here the increase per capita is a little less than 34 per cent, or only one-half the increase in banking power. It would be a rash student of these problems who would argue, however, that increase in freight movement was an exact proof of mathematical increase in the amount of goods produced. Even if it afforded an accurate test of the increase in production of certain classes of manufactured goods, shipped from the factories to wholesale markets, it would still leave aside the great mass of commodities produced and consumed on the farm or within the communities where they were produced. It would also leave aside, as already indicated, the factor of the productive power of manual labor and personal services. All that could be safely assumed in any case would be that the surplus above these basic demands had increased in a certain ratio, and clearly the ratio of the increase to total production would be much smaller than its ratio to the excess available for shipment.

The statistics hardly exist to determine upon the whole the average productive power of the country as a whole, except in stated lines of manufacture. Obviously, however, a very large increase in the amount of cotton or woolen goods or steel rails produced would not in itself prove increase in productive power as a general proposition, but only that additional capital and labor had been applied to the production of these articles. It seems to be a fair inference, therefore, and a quite conclusive one, that the productive power of the country has not increased on the average in any such ratio as 68 per cent in 12 years or 28 per cent in 4 years, and that the increase in banking resources these ratios is the result of an increase in the number of dollars in which transactions are expressed. The broad character of these banking statistic also affords evidence that the rise in the money expression of similar trans tions is not limited to a few articles or to special cases, but is widesprea and substantially general in its character.

The details on this subject appear in the following tables:

Increase of banking power in the United States.

[From the report of the Comptroller of the Currency for 1912, p. 42, and prior years.]

[From the report of the Comptroller of the Currency for 1912, p. 42, and prior years.]

TOTAL RESOURCES OF ALL CLASSES OF BANKS.

Year.	Total resources.	Population.	Resource per capit
1900	$10,685,000,000	76,303,387	$140
1908	17,642,705,000	87,496,600	201.
1912	22,548,706,000	95,656,000	235.

	Per ce
Increase in population, 4 years, 1908–1912	9
Increase in banking power, 1908–1912	[illegible]
Increase in population, 12 years, 1900–1912	25
Increase in banking power, 1900–1912	111
Increase in per capita banking power	6

Increase in freight tonnage, 1900–1912.

INCREASE IN TON MILEAGE.

	Ton mileage.	Population.	Ton-mi per capi
1900	141,596,551,000	76,303,387	[illegible]
1912	262,955,605,000	95,656,000	[illegible]

Increase per capita, 1900–1912, 48.14 per cent.

FREIGHT CARRIED, IN SHORT TONS.

Year.	Short tons.	Population.	Tons p capita
1900	1,081,983,301	76,303,387	1
1912	1,818,232,193	95,656,000	1

Increase per capita, 1900–1912, 33.99 per cent.

THE PURCHASING POWER OF FREIGHT EARNINGS.

It is pertinent to this inquiry to set side by side with these changes in purchasing power of money the changes which have taken place in the rate compensation received by the railways for passengers and freight. Fortunat the system of statistics established by the Interstate Commerce Commissio permits an ascertainment of the average receipts per unit of service by railways of the United States. Taking the receipts for freight alone per mile and expressing them in mills, or tenths of a cent, it appears that this age of ton-mile receipts varied only within narrow limits during the whole the 16 years from 1896 to 1912. In 1896 the average receipts per ton-mile 8.06 mills; in 1912 they were 7.43 mills. This represented a decline of three one-hundredths of a mill, or about 7 per cent. This decline in fre receipts, however, was only the decline expressed in terms of money.

Quite different and striking results are obtained if one compares the purc ing power of this money in 1896 with its purchasing power in 1912. Suc comparison is easy and simple under the system of index numbers. In order determine this ratio of purchasing power, it is only necessary to divide the rate per ton-mile by the index number for prices. The result gives the relationship of the ton-mile revenue in purchasing power on different dates, expressed in mills, upon the basis of the average of prices from 1890 to 1899. If the receipts per ton-mile in 1896 were 8.06 mills and wholesale prices bore a ratio to the standard of 90.4 points, the purchasing power of the receipts per ton-mile was 8.92 mills. As the index number of prices advanced, however, even if receipts remained the same in terms of money, the purchasing power of the receipts inevitably fell in striking ratio.

After the revival of business activity in 1897 receipts per ton-mile declined only slightly, but the index number of wholesale prices increased rapidly. The result was that the purchasing power of the money received for freight fell from a ratio of 8.06 in 1898 down to 6.61 in 1905. Then began another decline, interrupted only by the depression of 1908, which finally carried the ratio of purchasing power of freight receipts in 1912 down to 5.56. When this purchasing power of the receipts per ton-mile is compared with the corresponding figure of 1896, we find a decline of 3.36 mills, or 37.6 per cent. I conclude, therefore, simply as a question of mathematics and without undertaking to enter into the intricacies of railway accounting or the special demands which have been made upon the railways, that the purchasing power of the moneys which are now paid for freight is approximately 37 per cent less in the market for commodities than it was in 1896.

From 1903 to 1912 there was a decrease of 17.1 per cent in the purchasing power of ton-mile earnings, and even from 1908 to 1912 a decline of 9.4 per cent, or nearly twice the proportion in which it is now asked that permission be given to advance nominal rates expressed in terms of money.

The calculations for the entire railway system follow:

Purchasing power of receipts per ton-mile.

Year.	Average receipts per ton-mile.	Index number of wholesale prices on basis of 1890-1899.	Corrected purchasing ratio of receipts per ton-mile.	Year.	Average receipts per ton-mile.	Index number of wholesale prices on basis of 1890-1899.	Corrected purchasing ratio per receipts per ton-mile.
	Mills.		*Mills.*		*Mills.*		*Mills.*
1880	12.32	147.5	8.35	1903	7.63	113.6	6.72
1885	10.11	115.8	8.73	1904	7.80	113.0	6.90
1890	9.41	112.9	8.33	1905	7.66	115.9	6.61
1895	8.39	93.6	8.96	1906	7.48	122.5	6.11
1896	8.06	90.4	8.92	1907	7.59	129.5	5.86
1897	7.98	89.7	8.90	1908	7.54	122.8	6.14
1898	7.53	93.4	8.06	1909	7.63	126.5	6.03
1899	7.24	101.7	7.12	1910	7.53	131.6	5.72
1900	7.29	110.5	6.60	1911	7.57	129.2	5.85
1901	7.50	108.5	6.91	1912	7.43	133.6	5.56
1902	7.57	112.9	6.71				

Results substantially similar are obtained for the railways in eastern territory, with their generally lower average of ton-mile receipts. For the 10-year period 1903-1912, the decline in the purchasing power of freight earnings works out at 18.8 per cent. The following table gives the calculations for railways in eastern territory:

Purchasing power of receipts per ton-mile.

EASTERN TERRITORY.

Year.	Average receipts per ton-mile.	Index number of wholesale prices on basis of 1890-1899.	Corrected purchasing ratio of receipts per ton-mile.	Year.	Average receipts per ton-mile.	Index number of wholesale prices on basis of 1890-1899.	Corrected purchasing ratio of receipts per ton-mile.
	Mills.		*Mills.*		*Mills.*		*Mills.*
903	6.76	113.6	5.94	1909	6.54	126.5	5.17
904	6.94	113.0	6.14	1910	6.46	131.6	4.90
905	6.73	115.9	5.80	1911	6.49	129.2	5.02
906	6.54	122.5	5.33	1912	6.44	133.6	4.82
907	6.59	129.5	5.08	1913	6.37		
908	6.58	122.8	5.35				

Percentage of decline in purchasing ratio, 1903-1912, 18.8 per cent.

THE WORLD DEMAND FOR CAPITAL.

The second broad subject to which I wish to address myself, in considerin the present economic position of the railways, is the increased difficulty whic they have found in recent years in obtaining new capital for extensions an improvements. One of the fundamental difficulties has been the unusual de mand for capital from many sources during the past dozen years and th increased keenness of competition between various forms of investment.

Time was, before the era of industrial consolidations, when the bonds an shares of railways were the principal resource for the investor in finding saf and profitable use for his savings. In recent years, however, new demand have converged upon the supply of available capital in an unusual degree fro the conversion of industrial enterprises into stock companies, the absorptio and merger of old companies with new, the great extension of the system o local traction lines, the demands of undeveloped countries for railways an industrial equipment, and the remarkable expansion in the calls of Governmen upon the financial markets for the means of increasing armaments and makin public improvements. I shall confine myself, in the discussion of this subject chiefly to the volume and general character of this demand for capital, leavin it to those specially interested in the railways to discuss its more particula application to their condition and requirements.

As an indication of the growth in the demand for capital, I will first presen some general statistics, compiled annually for many years by the Belgia financial publication, Moniteur des Intérêts Matériels. This compilation relate to the issue of securities in all countries of the world, so far as the data wer available. While, no doubt, imperfect in detail, especially in regard to th United States, the figures probably represent, upon the whole, about the sam ratio of issues reported to issues actually made from year to year.

These figures show that prior to 1896 total issues as high as 10,000,000,00 francs ($2,000,000,000) per annum were the exception, except for the period o inflated prices and speculation from 1871 to 1873, when the annual average ou put of securities for three years was about 13,000,000,000 francs.

After the panic of 1873 there was only one year (1889) up to 1894 whe total issues of $2,000,000,000 were reached.

For the 10 years ending with 1893 the annual average issues reported wer about 6,470,000,000 francs, or about $1,250,000,000.

For the 10 years ending with 1903 the annual average was 13,450,000,00 francs, or about $2,596,000,000.

For the 8 years ending with 1911, however, this annual average advance to $4,078,000,000, and, with the exception of the last year, showed an almos uninterrupted increase. It was of the highest significance in this connec tion that while these figures included refunding operations or conversion such operations almost entirely ceased after 1906, the year of the conversio of the Italian debt. Hence the figures since 1906 represent almost entirely ne additional issues of securities and new demands for capital. The figures ar reduced to dollars on a somewhat more accurate basis than 5 francs to th dollar in the table, which follows:

Issues of securities.

[From Le Moniteur des Intérêts Matériels.]

Year.	Total issues.	Conversions.	Net additi[illegible] issues.
1896	$3,227,359,000	$1,465,451,000	$1,761,[illegible]
1897	1,852,173,000	132,182,000	1,719,[illegible]
1898	2,034,766,000	316,530,000	1,718,[illegible]
1899	2,175,823,000	120,873,000	2,054,[illegible]
1900	2,289,642,000	....	2,[illegible]
1901	1,917,916,000	....	1,917,[illegible]
1902	3,597,489,000	1,639,921,000	1,957,[illegible]
1903	3,534,248,000	1,687,729,000	1,846,[illegible]
1904	2,785,138,000	353,445,000	2,[illegible]
1905	3,688,124,000	323,487,000	3,364,[illegible]
1906	5,126,014,000	1,991,526,000	3,134,[illegible]
1907	2,961,378,000	43,908,000	2,917,[illegible]
1908	4,092,255,000	63,541,000	4,[illegible]
1909	4,743,200,000	474,090,000	4,[illegible]
1910	5,101,000,000	687,700,000	4,[illegible]
1911	3,817,600,000	143,100,000	3,674,[illegible]

If these figures may be considered too general in character to be implicitly relied upon, or lacking in some respect in completeness, it is possible to present others for those countries in which the finance of the world is substantially concentrated which are more exact and possibly more accurate.

The volume of new securities listed from year to year on the Paris bourse s not without significance, although it includes a large volume of securities ssued by foreign Governments and industrial enterprises. The listing of such foreign securities issued in Russia, Turkey, Austria-Hungary, and many of the newer countries is a natural consequence of the fact that French savings represent one of the largest annual accretions to the supply of capital seeking new investments, with the possible exception of the United States, where most new capital goes into domestic enterprises. The table which follows gives the total issues of securities for representative years in millions of francs, stating separately those of French industrial corporations, and those issued by foreign industrial corporations. It appears that while total issues amounted in 1902 to only 1,716,000,000 francs, the total of such issues or introductions on the bourse reached 5,076,000,000 francs in 1906, and after a recession of new listings during the next three years attained an even higher figure in 1910. The details are as follows:

Admissions to the Paris bourse.

Year.	Total new issues.	French industrials.	Foreign industrials.	Year.	Total new issues.	French industrials.	Foreign industrials.
		Millions of francs.				*Millions of francs.*	
902	1,716	131	650	1909	4,294	1,630	1,700
905	3,886	657	1,924	1910	5,611	779	3,098
906	5,076	849	1,831	1911	4,696	807	2,893
907	2,847	909	898	1912	5,041	1,648	2,651
908	3,480	634	1,709				

In Great Britain also it is possible to present quite accurate figures of the number and total amount of the nominal capital of companies registered under the corporation laws. The table given below shows, in pounds sterling, the nominal capital of the companies registered under the law. The law was made much more rigorous in respect to the representations allowed to be made and the property against which stock was permitted to be issued by a law which took effect in 1901. This probably accounts in part for the shrinkage in the annual amount of capital applied for during the following years, but beginning with 1904 there has been an almost uninterrupted increase in the capitalization of these new companies, which has carried the amount from approximately $460,000,000 in 1904 to about $1,050,000,000 in 1910. The table is as follows:

STOCK-COMPANY ORGANIZATIONS IN THE UNITED KINGDOM.

The following table shows the number and total amount of nominal capital of companies registered in the United Kingdom under the companies (consolidation) act, 1908, and preceding acts:

Year.	Number of companies.	Nominal share capital.	Year.	Number of companies.	Nominal share capital.
896	4,735	£309,532,047	1904	3,831	£92,526,148
897	5,229	291,117,559	1905	4,358	119,179,333
898	5,182	272,287,690	1906	4,840	136,738,948
899	4,975	245,939,676	1907	5,265	137,907,836
900	4,966	221,827,934	1908	5,024	104,441,091
901	3,433	144,760,333	1909	6,373	141,630,296
902	3,929	156,963,861	1910	7,184	212,975,689
903	4,075	126,606,015			

Even more exact in a sense, because it excludes ventures which fail to attract public support, is the tabulation made each year by the British Government of companies actually carrying on business. These figures represent the gross outstanding capital, instead of annual issues, and discard the paper securiti of companies which have ceased to do business. These figures illustrate in striking way the growth in capital invested in industrial enterprises in the Unit Kingdom at the present time as compared with 15 years ago or even more rec dates. They do not include railway issues and some other forms of securities, n do they include the public capital which has been invested in municipal tramwa and other governmental enterprises. They show, however, that even in priva corporations the amount of paid-up capital, which was about $5,600,000,000 i American money in 1896, had risen in April, 1910, to about $10,650,000,000, o almost exactly 90 per cent. The details of the table are as follows:

GOING COMPANIES IN THE UNITED KINGDOM.

The following table shows the total number and amount of paid-up capit (including amounts considered as paid on vendors' shares) of all registere companies having a share capital and believed to be carrying on busines the undermentioned dates:

Dates.	Total.		Dates.	Total.	
	Number.	Paid-up capital.		Number.	Paid-up capi
April—			April—		
1896	21,223	£1,145,402,993	1904	37,287	£1,899,64
1897	23,728	1,285,042,021	1905	39,616	1,954,3
1898	25,267	1,383,593,162	1906	40,995	2,003,3
1899	27,969	1,512,098,098	1907	43,038	2,061,0
1900	29,730	1,622,641,416	1908	45,304	2,123,6
1901	31,429	1,725,940,512	1909	46,474	2,163,1
1902	33,259	1,805,141,165	1910	51,787	2,178,6
1903	35,965	1,849,455,005			

Most British joint-stock banks are registered under the companies act, 1 and consequently the bulk of the capital of such concerns is included in figures given in the above tables. With the exception of municipal tramwa the majority of the companies working tramways in the United Kingdom a registered under the companies acts, and their capital is accordingly also cluded. Railway companies in the United Kingdom are not incorporated und the companies acts, but by special acts of Parliament, as they need powers b yond those conferred by registration under the companies acts. Their capital therefore, not comprised in these tables.

For the United States there is no official compilation of security issu because charters are issued by the 48 States and by the Territories, as well a few, including national-bank charters, by the Federal Government. A compil tion has been kept up, however, for several years by one of the financial jo nals which affords some indication of the great output of securities in t country in recent years. The total of all classes of issues reported for 1908 w $1,423,000,000, which increased for 1912 to $2,253,000,000, or about 60 per ce within the short space of four years. The figures for the current year, co pleted up to the 1st of December, show a decline to $1,571,000,000.

One of the most significant features of this tabulation for the United Sta is the diminishing proportion of issues of railway securities and the large p played in such diminished issues by short-term notes. For 11 months end with November, railway issues amounted in 1912 to $1,024,627,800, while for same period in 1913 they reached only $914,216,100. The amount of no issued, however, in 1912, was $346,310,300, and in 1913, $391,627,200. Issues industrial corporations for the same period in 1912 were $1,066,470,700, a declined during 1913 to $657,509,700, but in spite of the decline in total iss the amount of notes increased from $120,075,000 in 1912 to $151,151,000 in 19 The text of the principal part of these calculations, as printed in the Jour of Commerce of December 1, 1913, is appended to this statement.

This great demand for new capital has arisen from several causes. It h brought into more acute competition with the railways in the market for cap the securities of industrial corporations and of Governments than almost e before in the history of modern finance. A recent tabulation issued by t Bureau of Foreign and Domestic Commerce of the Department of Commerce

Washington stated the national debts of the world at the latest available dates as nearly 42,000 millions of dollars ($41,736,701,000), and this is estimated to be an increase of more than 30 per cent over the year 1900. These figures do not include, in the case of the United States and many other countries, the heavy obligations of municipalities and other minor civil authorities.

EFFECT OF THE DEMAND FOR CAPITAL.

This great demand for capital which converges on the principal money markets of the world has effects similar to those produced by great demand upon other commodities—it raises its price. As the price of capital is the rental charged for its use, or the interest rate, this rate has risen in a marked degree in recent years. The influence of this condition may be summarized as follows:

1. New securities can only be sold at lower prices than formerly or must pay higher interest rates on their par value.
2. The prices of outstanding securities fall, making them unsalable in the hands of their holders except at a loss, and reducing the assets and the surplus funds of savings banks, other banking institutions, and insurance companies.
3. The seekers of new capital by means of security issue must pay a larger amount in money for its use, and in view of the rise in general prices, must pay more for their materials, thus making necessary a higher rate of earnings than formerly in order to meet fixed charges.
4. Under the conditions of competition for capital thus established, industries of high earning power are able to outbid those of lower earning power for the supply of free capital in the market.
5. Incident to the decline in the purchasing power of money there is a tendency on the part of investors to shift their investments to those paying higher returns than formerly, in order to meet the increased cost of living, even at the risk of some slight decrease in security.
6. In so far as the decline in the purchasing power of money is recognized in the financial world as a factor likely to be continuously felt, there will be a tendency on the part of investors to refrain from purchasing securities for long terms, paying a fixed income in money.

The proof that practically all these influences have been in operation in the market for capital during the past 10 years, and especially since 1906, is to be found on every hand. While some of it is more capable of statistical demonstration than the rest, the prevalence of these tendencies is known to every dealer in securities in his contact with investors and financiers in his daily business. It is not easy to make comparisons of the prices of securities at different dates which will bear criticism, because so many elements enter into the calculation arising out of the securities themselves and the enterprises which they represent, and because of the eddies and countercurrents which obscure the course of the main current. Perhaps as near a fair measure as can be obtained of the decline in the premier securities of the world is afforded by the average quotations for a series of years presented by M. Arthur Raffalovich, the eminent Russian economist, in his last annual issue of Le Marche Financier.

He shows a decline in French 3 per cents from 1908 to 1912 of 6½ per cent of par value, in German 3 per cents of 7.2 per cent, and in British consols of 13 per cent. Only Russian 4 per cents show an advance, due to the improvement of the national credit, which has not, however, brought them up to parity with the issues of richer nations. The table is as follows:

Average quotations of Government securities, 1908–1912.

[A. Raffalovich, Le Marche Financier, 1912-13, p. 230.]

Year.	French 3 per cents.	German 3 per cents.	English 2½ per cents.	Russian 4 per cents.
908	96.2	85.2	86.04	76.7
909	97.8	85.8	83.8	84.7
910	98.0	84.4	81.0	92.6
911	95.6	83.6	79.5	93.75
912	89.7	78.0	73.0	93.90
912, Dec. 31	89.5	77.0	75.25	91.0

Another set of figures affording a guide of some trustworthiness as to movement of the security market as a whole is the tabulation presente the close of each year in the French financial weekly, L'Economiste Europ In France for the past three or four years there has been an almost terrupted decline in the market value of leading securities. This repres of course, a larger return upon the market price to a new purchaser or vestor, but a smaller return in money to a corporation issuing securities. stantially the same important securities are tabulated annually by M. Ed Thery, the editor of L'Economiste Europeen. His annual summary for published in L'Economiste Europeen of January 3, 1913, declares that leading French securities, representing a nominal capital of 57,661,000, francs, or about 85 per cent of the aggregate of national negotiable securit depreciated during the year 1912 alone by a sum of 1,806,000,000 francs 3.12 per cent, this sum being allotted in the proportion of 822,000,000 fra for the first half of the year and 984,000,000 francs for the second half. following table shows the face value of this mass of French securities, toget with the market values at the end of each of the years named, in compar with market values at the end of the preceding year.

Annual variations in principal French securities.

[In millions of francs.]

Year.	Face value.	Market value Dec. 31 preceding.	Market Dec. year
1902	54,764	57,536	[illegible]
1905	56,322	58,005	[illegible]
1906	56,670	59,374	[illegible]
1907	56,891	57,503	[illegible]
1908	57,367	57,284	[illegible]
1909	57,327	58,195	[illegible]
1910	57,731	60,131	[illegible]
1911	57,953	59,340	[illegible]
1912	57,661	57,927	[illegible]

Strong evidence of the manner in which other securities are elbowing old-fashioned 4 per cent railway mortgage bond out of the market for cap is afforded by the character of the listings on the New York Stock Excha On the New York Stock Exchange are listed for the most part only secur of a certain standard and importance. Railway securities therefore still a slight advantage in the quantity listed at the close of 1911 over other f of investment, but they were being so rapidly overtaken in the race that th percentage of increase during the nine years from 1902 to 1911 was only little more than one-third that of their industrial and official competitors. other words, while new railway issues listed stood at an amount of 47.9 per higher in 1911 than in 1912, the net listings of other securities increased du the same period by 133.1 per cent. The figures in the following table are ta from the two editions of the work of Mr. Sereno S. Pratt on The Work of W Street:

Securities listed on New York Stock Exchange.

Class.	1902	1911
All classes	$13,791,866,317	$24,374,[illegible]
Railroad stocks	4,332,965,765	5,96[illegible]
Railroad bonds	4,797,983,000	7,5[illegible]
Total railroad securities	9,130,948,765	13,50[illegible]
All others	4,660,917,552	10,865,[illegible]

	Per c
Increase in railway issues	[illegible]
Increase in other issues	[illegible]

One of the immediate causes of the present demand for capital has the war in the Balkans, but it is not probable that pressure of this sort the money market will cease with the restoration of transquillity in the last. The large expenditure made by the contending States in the Balkans as not yet been definitely financed, and is still weighing upon the markets of 'aris, London, and Berlin as an important influence of the future. The endency of political events in Europe, moreover, has been to cause such mutual neasiness among the powers as to result in the levy of a special tax for mili-ary purposes by the Imperial Government of Germany and a countermove by 'rance in the proposal of a loan amounting to about $260,000,000 which is now ending in the French Chambers.

In the meantime great sums of money are being demanded from time to time, oth by Governments and by private companies, for the extension of the quipment of food production and transportation in the less-developed countries f the world—in the Argentine Republic, in British India, in French Indo-hina, in French and German Africa, in the great Empire of China, and in our wn dependencies in the Philippine Islands. Various reasons are assigned for his steady demand for the extension of the railway network and the develop-ient of new areas of production in these newer countries, but it seems not nlikely that, both consciously and unconsciously, they are the result of the ressure of the diminishing ratio of food supply to population in the older ivilized States, and represent the measures necessary to restore and increase hat supply in order to check the rise of prices beyond the reach of those of mall means.

If this motive, the pressure of the need for food, is really the controlling iotive behind the commercial expansion of the undeveloped countries, it is a iotive which is likely to be more persistent and more exacting in its pressure pon the supply of capital and more influential upon the rate to be paid for the se of capital than the mere needs of better terminal facilities and improved quipment on the railway systems of the great civilized countries.

I am not here to speak as an expert in regard to the needs of American rail-'ays. It is proper, however, for its bearing on the general economic problem,) quote the language of so high an authority as the Railroad Securities Com-iission, of which President Arthur T. Hadley, of Yale, was chairman, which eported to the President at the close of 1911 upon the subject of regulating the ssue of railway securities. They expressed the belief in strong language that iere must be large additional capital expenditure through the obvious means of ie issue of new securities. Upon this point their report says:

"There is a widespread belief, based on imperfect examination of the vidence, that the amount of capital needed for the future development of our ailroad system is small in proportion to that which has been required in the ast; that the profits on such added investments of capital are reasonably well ssured; and that we can therefore fix attention predominantly, if not ex-lusively, on the needs of the shipper without interfering with the necessary upply of new money from the investors.

"It is quite possible that the building of additional railroad mileage will be ar less rapid in the future than it has been in the past, but the capital needed or the development and the improvement of the mileage already existing is normous, even if we built no new mileage at all. The outstanding stock and ebt of the railways in the United States averages less than $60,000 a iile of line. This figure is bound to be greatly increased in the immediate uture. * * * The thousands of millions of dollars needed for these pur-oses must be raised by the sale of securities." (Report of Railroad Securities ommission, pp. 32–33.)

I have endeavored in this discussion to limit myself to a few simple proposi-ons, which I think are well understood among economists and have been suf-ciently proved, so far as such matters are susceptible of exact proof. We have en that there has been an advance in prices of commodities of a broad and eneral character. In so far as the advance in prices has been uniform in ifferent industries, and in so far as the increase in the wages of labor has cor-esponded to the advance in prices, equality of conditions under the present alue of the dollar has been established. The railways, however, have not iared in this advance in the money expression of services in any such degree s other industries and wage earners.

It is worth noting in this connection that if the commercial clients of the ilways have in nearly all cases been able to obtain an increase in their eceipts in money corresponding to its diminished purchasing power, these lients have not been called upon to disburse in freight rates the ratable proportion of their increased charges to the consumer, and have, from the enforc rigidity of such rates in terms of money, transferred an unearned increm to their own coffers at the expense of the railways. The railways have n adapted their charges, as have other industries, to the change in the purchasi power of money. They have continued to sell their services for an amou which has remained comparatively fixed in money but has declined greatly i purchasing power. Such additional capital as they have sought by the iss and sale of securities has been obtained on higher terms than in former year while its purchasing power, in materials and wages, has been much less tha in former years. The railways have been in the peculiar position of seei prices rising all around them, while they have been unable to make advanc proportionate to their changed relations to other industries.

If the value of the money received by the railways for their services has s seriously declined in purchasing power as to deprive them of the means of mee ing their legitimate charges and obtaining new capital at its present rental pric they are not on an equality with other industries; they are receiving a muc less proportionate share of the proceeds of the economic output of the countr than that which they formerly received, and they are less capable of contrib ing their share to equipping this country for unfettered competition with othe countries in the field of production and international commerce.

CAPITAL ISSUES IN THE UNITED STATES.

[From the New York Journal of Commerce, Monday, Dec. 1, 1913.]

Complete returns of new securities announced by railroad and industrial co porations during November indicate a total of only $87,027,000, against $14 082,000 in the same period a year ago, a decrease of $53,055,000. The railroa issued $67,063,000 of bonds, short-term notes, and stocks, while the industria put out $19,964,000. It can not be too strongly emphasized that our record o security issues includes sums raised to pay off maturing obligations and t refund different issues, so that allowance should be made for this in an effo to arrive at a total. As bearing on this point it may be well to note that th November maturities amounted to $25,061,500, while those for December ar estimated at $45,897,000.

The figures given below were compiled by the Journal of Commerce and Com mercial Bulletin and summarize the actual issues of new securities for Novem ber compared with the corresponding month of 1912:

RAILROADS.

	1913	1912	Change.
Bonds	$20,155,000	$30,774,000	—$10,619,
Notes	46,008,000	61,543,000	— 15,535,
Stocks	900,000	17,000,000	— 16,100,
Total	67,063,000	109,317,000	— 42,254,

INDUSTRIAL CORPORATIONS.

Bonds	$6,810,000	$15,595,000	—$8,785,
Notes	1,000,000	2,250,000	— 1,250,
Stocks	12,154,000	12,920,000	— 766,
Total	19,964,000	30,765,000	—10,801,
Grand total	87,027,000	140,082,000	—53,055,

The foregoing totals do not include State and municipal bonds. A comp tion covering the latter appears in an adjoining column.

CAPITAL APPLICATIONS FOR 11 MONTHS.

The 11 months' financing follows:

RAILROADS.

	1913	1912	Changes.
Bonds	$384,884,000	$484,764,500	− $99,880,500
Notes	391,627,200	346,310,300	+ 45,316,900
Stocks	137,704,900	193,553,000	− 55,848,100
Total	914,216,100	1,024,627,800	− 110,411,700

INDUSTRIAL CORPORATIONS.

	1913	1912	Changes.
Bonds	$207,040,000	$372,784,700	−$165,744,700
Notes	151,151,000	120,075,000	+ 31,076,000
Stocks	299,318,700	573,611,000	− 274,292,300
Total	657,509,700	1,066,470,700	− 408,961,000
Grand total	1,571,725,800	2,091,098,500	− 519,372,700

TIMIDITY OF CAPITAL EXPLAINS POOR SHOWING.

This poor showing can readily be attributed to the timidity of capital, which hesitates to enter new fields. Much of the absorption of new securities during the month was furnished by the New Haven six months' note issue of $45,000,000 and the $11,000,000 of the New York Connecting Railroad. But for the New Haven issue alone the month would have recorded a new low record. Developments show that railroad and industrial corporations are doing very little in the way of financing, except where it is necessary to meet maturing issues or to carry on construction work for which contracts have been made. Within the next year an enormous amount of maturities, especially of short-term notes, will run off and railroads will be compelled to do a heavier amount of financing than they have in a long while. Some of the short-term notes coming due have already been renewed once or twice, and the railroads are anxious to replace them with long-time bonds, not only with a view to securing accommodation at lower rates of interest but also to prevent, if possible, the constant renewals of short-term obligations, which are not only troublesome but expensive. The strenuous efforts now being made by the railroads to convince the Interstate Commerce Commission that higher freight rates are positively necessary in the eastern territory is a matter of vital import to corporations, as the granting of even a small advance would do much to raise railroad credit at a time when new capital is greatly needed.

NEW ISSUES FOR NOVEMBER.

The principal divisions of the new securities, including bonds, notes, and stocks, for November:

	1913	1912	Changes.
Railroads	$65,508,000	$90,132,000	−$24,624,000
Tractions	1,555,000	19,185,000	− 17,630,000
Public utilities	10,164,000	15,995,000	− 5,831,000
Manufacturing companies:			
Iron and steel			
Textiles	1,500,000	358,000	+ 1,142,000
Miscellaneous	4,500,000	4,810,000	− 310,000
Miscellaneous	3,800,000	9,602,000	− 5,802,000
Total	87,027,000	140,082,000	− 53,055,000

ELEVEN MONTHS.

	1913	1912	Change
Railroads	$787,639,100	$711,978,600	+$75,6
Traction	126,577,000	312,649,200	−186,0
Public utilities	287,640,700	345,370,200	− 57,7
Manufacturing companies:			
Iron and steel	16,740,000	80,621,500	− 63,8
Textiles	26,425,000	36,458,000	− 10,0
Miscellaneous	179,805,000	308,310,700	−128,5
Miscellaneous	146,899,000	295,710,300	−148,8
Total	1,571,725,800	2,091,098,500	−519,3

NOVEMBER ISSUES IN RECENT YEARS.

The November comparisons covering a series of years and total offerings f 12 months follow:

	November.	Whole year.		November.	Whole ye
1913	$87,027,000		1908	$203,172,000	$1,423,1
1912	140,082,000	$2,253,587,300	1907	63,940,000	1,393,91
1911	113,164,520	1,739,487,720	1906		1,63
1910	111,032,000	1,518,272,579	1905		1,238,9
1909	75,365,000	1,681,620,680			

ACTUAL ISSUES IN RECENT YEARS.

The following table gives the new issues, month by month, for a series o years:

	1913	1912	1911
January	$149,869,000	$340,892,900	$225,1
February	343,251,700	239,685,200	215,
March	118,449,600	170,314,300	216,41
April	193,685,000	268,097,500	170,
May	141,657,600	188,833,800	154,4
June	180,441,000	299,322,700	238,
July	99,275,200	34,575,100	129,
August	70,635,000	143,661,000	51,5
September	78,774,000	61,829,000	37,5
October	108,660,700	203,805,000	68,
November	87,027,000	140,082,000	113,16
Total	1,571,725,800	2,091,098,500	1,630,
December		162,488,800	109,4
Total		2,253,587,300	1,739,4

	1910	1909	1908
January	$156,066,000	$144,680,000	$155,5
February	96,799,000	142,471,480	79,
March	378,418,765	75,225,400	77,4
April	92,670,835	190,490,000	239,
May	193,337,000	168,083,600	164,
June	131,140,350	139,644,000	116,
July	60,201,000	121,496,100	51,
August	63,452,539	83,010,900	102,
September	62,451,950	150,764,000	53,
October	56,076,200	107,581,000	92,
November	111,032,000	73,365,000	203,1
Total	1,401,645,639	1,396,751,480	1,369,
December	116,626,940	284,869,200	53,
Total	1,518,272,579	1,681,620,680	1,423,1

WHY MONTH'S AUTHORIZATIONS ARE LARGER—BIG DECREASE SINCE JANUARY 1.

The total amount of new securities authorized by the directors of various orporations during November was $677,817,200, against $282,815,800 in the orresponding period a year ago. According to a dispatch from Jefferson City, he Public Service Commission of Missouri has granted permission to the St. aul road to issue $470,000,000 in refunding bonds authorized by the directors. his accounts for the month's increase. However, the total authorizations ince January 1 aggregated only $3,168,199,900, against $4,206,095,000, a derease of $1,037,895,100.

Authorizations.

	Stocks.	Bonds and notes.		Stocks.	Bonds and notes.
1913.			1912.		
anuary	$190,575,000	$193,598,000	January	$309,916,300	$206,976,400
ebruary	124,377,000	83,507,000	February	163,580,200	244,154,000
arch	189,796,800	239,370,700	March	161,150,800	164,679,000
pril	204,239,900	96,187,000	April	262,223,200	372,865,000
ay	84,500,000	145,386,500	May	81,855,000	316,096,800
une	16,984,800	235,667,500	June	176,610,000	243,722,000
uly	89,320,900	102,614,000	July	152,479,000	309,128,000
ugust	59,400,000	92,280,600	August	96,332,000	255,884,000
eptember	81,676,000	54,571,000	September	27,280,000	25,755,000
ctober	45,870,000	160,460,000	October	243,103,700	109,488,800
ovember	57,181,200	620,636,000	November	126,795,000	156,020,800
Total	1,143,921,600	2,024,278,300	Total	1,801,325,200	2,404,769,800
			December	356,745,100	53,392,500
			Total	2,158,070,300	2,458,162,300

COMPLETE RETURNS OF AUTHORIZATIONS AND ISSUES DURING MONTH.

Following are the complete returns covering the authorizations and issues uring the past month:

Railroad and traction bonds, notes, and stock.

	Authorized.	Issued.
BONDS.		
ailroad:		
Alabama Great Southern	$2,500,000	$2,500,000
Chicago, Milwaukee & St. Paul	470,000,000	
Chicago & Western Indiana		4,000,000
New York Connecting R. R.	30,000,000	11,000,000
Buffalo & Susquehanna	1,500,000	
Union Terminal Co., Dallas		2,000,000
Total	504,000,000	19,500,000
raction:		
Ephrata & Lebanon	200,000	200,000
International Ry., Buffalo	2,366,000	
Nor. Massachusetts Street Ry		255,000
Salt Lake & Ogden		200,000
Union Street Ry	2,000,000	
Total	4,566,000	655,000
NOTES.		
ailroad:		
Buffalo, Rochester & Pittsburgh[1]		1,008,000
New York, New Haven & Hartford	45,000,000	45,000,000
St. Louis & San Francisco	[2] 11,000,000	
Wheeling & Lake Erie	[2] 820,000	
Total	56,820,000	46,008,000
raction:		
Eighth Avenue Railroad	[3] 750,000	

[1] Equipment trust notes.

[2] Receivers' certificates.

[3] Certificates.

Railroad and traction bonds, notes, and stock—Continued.

	Authorized.	Issued.
STOCK.		
Railroad:		
Minneapolis Terminal	$500,000	....
Traction:		
Illinois Traction	5,000,000	....
Keokuk (Iowa) Electric	250,000	$250,
Ohio Traction Co	300,000	300,
Puget Sound Traction	2,686,200	....
West End Street Ry. (Boston)	350,000	350,
Total	8,586,200	900,

Public-utility, manufacturing, and miscellaneous bonds, notes, and stocks.

	Authorized.	Issued.
BONDS.		
Public utility:		
Central District Telephone	$25,000,000	....
Oklahoma Natural Gas	3,000,000	$3,000,
Pennsylvania, New York & New Jersey Power Co	25,000,000	....
Willapa Electric Co	....	310,
Total	53,000,000	3,310,
Miscellaneous:		
Bailey Co	500,000	500,
Union Lumber Co	....	3,000
Total	500,000	3,500
NOTES.		
Public utility:		
Consumers' Power Co	400,000	400,
Spring Valley Water Co	300,000	300,
Total	700,000	700,
Miscellaneous:		
Symington (T. H.) Co	300,000	300,
STOCK.		
Public utility:		
American Gas & Electric	500,000	....
Central District Telephone	10,000,000	....
Central Illinois Public Service	4,000,000	....
Commonwealth Edison Co	....	4,154,
Illinois Public Service Co	4,000,000	....
Pennsylvania, New York & New Jersey Power Co	4,595,000	....
Southern California Edison Co	....	2,000,
Total	23,095,000	6,154,
Manufacturing (textiles):		
Beacon Manufacturing Co	300,000	300,
Dartmouth Manufacturing Co	800,000	....
Judson Mill	200,000	200,
Union Mills (Inc.)	1,000,000	1,000,
Total	2,300,000	1,500,
Manufacturing (miscellaneous):		
Hood Rubber Co	1,000,000	1,000,
Kehoe Stenograph Co	2,500,000	2,500,
McIntosh & Seymour	2,200,000	....
Sherwin-Williams Co	1,000,000	1,000,
Union Carbide Co	16,000,000	....
Total	22,700,000	4,500,

CONANT EXHIBIT NO. 2.

[ranslation of article by M. Clement Colson conseiller d'état, formerly director of railways in the French ministry of public works, professor of political economy in the Ecole Nationale des Ponts et Chaussees, of Paris, etc. Revue Politique et Parlementaire, Aug. 10, 1913.]

HE MOVEMENT OF PRICES AND INCREASES IN RAILWAY RATES.

Among the economic phenomena which have characterized the last few years w have been more marked than the general increase in prices. This increase first influenced the railway situation only by the increase which it brought out in railway expenses. It is now commencing to bring about rate increases a fairly large number of railway systems. In view of the rapid and con- nuous decline in transportation rates, which has been one of the principal ctors of economic progress for a century, this fact certainly merits attention.

When price variations are spoken of by the public at large comment nearly lways centers around changes brought about through retail sales. Economists ho endeavor to measure these variations with exactness generally take for the urpose the average prices of the principal agricultural or industrial products registered upon the exchanges where they are sold in bulk. These averages ey call "index numbers." In most cases they are interested only in transac- ons involving material goods, which constitute, however, perhaps only 50 per nt of all current transactions. The prices taken into account by them do not a matter of fact cover either wages or rents or transportation rates. To et an exact idea of what a given sum of money represents at different periods would be necessary to take account of both wholesale and retail prices of number of products, such as services rendered by different categories of labor, landlords who lease their property, by transportation agencies, etc. This ould be a considerable task and one which we believe has never been attempted a whole.

Yet studies made with respect to each price category taken by itself, accord- ng as they measure the general movement, permit at least an appreciation of s significance and importance. To be sure, this movement is not manifested the same degree in different kinds of transactions or in different countries hose markets are separated by more or less obstructive customs barriers. A enerally characteristic gait is, however, maintained.

Disregarding oscillations resulting from alternating periods of prosperity nd depression, there was till recently a general and rapid decline in the rices of industrial products, resulting from technical progress. Agricultural roducts, on the other hand, increased constantly in price in western Europe ntil about 1875–1880 as a result of increasing density of population within limited area. But about this time the tremendous decline in transportation ates that resulted from extensions of railway and steamship lines permitted lder settled regions to draw a portion of their necessary subsistence from carcely settled territory in the New World; the rapid fall in agricultural rices which took place toward the end of the nineteenth century resulted in n agricultural crisis. Both the increase of population in the New World nd in the Old and the increase in consumption due to increased wages have rought about a new movement of rising prices during the past 15 years.

If one seeks to measure the general movement of wholesale prices by that of e customs values of French imports and exports, an increase of about 20 per nt from 1847 (the date of the first valuation) to 1860–1865 will be observed. llowed by a gradual decrease of about 40 per cent from the latter period down 1896–1897. Then the movement again reversed itself and the increase which as resulted is actually about 20 per cent over the prices of 15 years ago. It ust not be forgotten that the present moment probably marks the culminating oint of a period of business expansion which will undoubtedly be followed by a rtain temporary reaction.

Retail prices have not followed exactly the trend we have just described, ecause the gap between them and wholesale prices naturally goes on increasing the degree to which wages and business rentals in congested centers continue rise. Disregarding products of exceptional quality, the prices of which crease continuously with the increased number of fairly rich families who se them, the following variations in current prices may be noted:

The cost of furniture and of clothing declined constantly until about 1896–97, ut has risen a little since that time. As to articles of food, the increase was ery marked up to 1880, while the period since 1880 is divided into two equal parts, the first of which is characterized by a notable decrease and the second by an increase which, contrary to general belief, has not yet brought prices up to the level reached some 30 years ago.

Wages, on the other hand, have constantly increased. The increase, rather slow up to 1850, was extremely rapid both in agriculture and in industry between that date and the agricultural crisis. It slacked considerably in the country districts and to a slight extent in the industrial centers 30 years ago. During the past 15 years, however, it has resumed an accelerated progress—first in the towns, then in the rural districts. One may sum up the change in living conditions of laborers during two intervals, 30 years apart, by following a study of the French statistical office, prepared with the care and acumen characteristic of all the labors of its director, M. Lucien March. The results of this study are shown by the following relative figures (calculated by assuming the corresponding figures of the year 1900 as equivalent to 100):

	1850	1880	[illegible]
Wages	51	82	[illegible]
Cost of living (uniform throughout)	85.5	110	[illegible]
Purchasing power of wages	59.5	74.5	[illegible]

The underlying statistics for this table were drawn especially from the cities, and notably from Paris, but the results may well be extended to cover the country, at least for the three dates considered. It was only for a portion of the years between 1880 and 1910 that the agricultural crisis seems to have stood in the way of actual parallelism of movement in city and country.

It should be remarked in passing that the advance in wages produced solely by the play of economic forces, notably technical progress and the accumulation of capital, was more rapid from 1850 to 1880 than from 1880 to 1910. Statistics confirm what a study of the mechanism of prices teaches, contrary to almost universal opinion, that the organized-labor movement (infinitely more powerful in the second of the 30-year periods considered above) is powerless to accelerate the advance in wages. We even believe that in France it had the reverse effect during the last few years, by disseminating ideas among the working classes that have considerably reduced the labor output. The result is that the net cost to the employer of a given piece of work has increased in recent years to a much greater extent than is indicated by statistics of increases in hourly or daily wages. This net cost would no doubt be less, the cost of living would also be less, the gain to the workman would be considerably increased and his purchasing power would be very much greater if the slackening of endeavor which has so much diminished the productivity of his work were less accentuated. As a matter of fact, in view of the attitude of labor, the peculiar mental influence of the labor unions is felt principally with regard to the productivity of labor, while wages depending on supply and demand escape their action whenever advances are sought which the state of the market at the moment does not justify.

In the cities rents also have notably increased. It is true that the cost of local transportation has considerably decreased at the same time that the cost of long-distance travel has been decreasing, and also, except very recently, the cost of freight transportation.

The foregoing conclusions are based upon French statistics, but with very slight differences as to dates and as to the sweep of the movement the general trend is the same for all Europe and even to-day for America. It can be summed up by saying that the level of prices, including wages, presents a marked rise during the past century. Moreover, this general movement, after having undergone a considerable slackening in the last quarter of the nineteenth century, and especially from 1882 to 1897, has been notably emphasized since then. Especially true of this latter period is the fact that the increase has become almost universal in character. Technical progress may continue to reduce the net cost of many industrial and agricultural products, but the margin is no longer large enough to neutralize either the increased cost and efficiency of manual labor or the increased demand due to the improved condition of the working classes.

We shall not inquire here into the causes of this general rise in prices. It may be remarked, however, that if the increase or decrease in the relative value of products or of different services results necessarily from causes which are eculiar to each, a movement which bears at the same time on practically all rices can hardly be explained except as the result of monetary causes. The nore so that these causes at the present time are obvious. The increase in roduction of gold, added to the development of methods of payment without he use of money (notes, checks, book transfers, etc), appears for a long time o have proceeded faster than that of the need for money. Although very much ncreased by the working of the Siberian deposits, the production of gold did ot average 200 millions of francs annually from 1840 to 1850. Carried by he exploitation of California and Australia to an annual average of 673 millions between 1851 and 1870, the average fell back to 572 millions between 1871 nd 1890, but since that time the Transvaal mines have increased it to such an xtent that it reached 1,089 millions between 1891 and 1900, 1,959 millions between 1901 and 1910, and finally amounted to 2,423 millions for the year 1911. n equal increase in instruments of exchange must necessarily have resulted n a diminution of the purchasing power of money; that is, an increase of eneral prices.

If the production of gold continues to increase, there is no reason to doubt hat our descendants will assist at a phenomenon analagous to that general ncrease during the sixteenth century, which was the consequence of the enormous influx of precious metals resulting from the discovery of America, and vhich raised prices threefold according to some writers and fivefold according o others. The existence at the present time of a larger stock of gold than four enturies ago, the colossal development of business transactions, the demonetization of silver and the diffusion of gold in the Far East, serve actually to reduce he importance of the movement to-day, and without doubt will continue to do o in the near future. Its effects are none the less already felt, and may be ven more strongly felt in the future.

But there exists one industry, the railway industry, whose selling prices do ot, by the sole interplay of supply and demand, follow the general rising movement under which it pays increased prices for all the things which it buys, otably the wages of its employees. Railway service is a public service which ractically can be organized only by the State, or by grantees selected for the urpose. Railway operation has the character of a monopoly, and when a ountry endeavors to establish competition the only result is to divide the benefits of the monopoly between several enterprises. As a result, transportation ates can not be left to free action; they must result from tariffs established y the Government or under its control. Even in Anglo-Saxon countries the tate, which has proceeded upon a wholly different conception, does not now llow the railways the same freedom of action accorded to them at the beginning, a freedom which has resulted in a control always arbitrary in character, lthough not as with us contractually defined.

Under these conditions an increase in rates, even when it is imposed by economic circumstances, always has the appearance of a unilateral and forcible act. This act is the more ill received by public opinion the more it has become accustomed to seeing tariffs go almost constantly down in a movement which technical progress and the elasticity of traffic have rendered nearly universal. States have only rarely authorized increased tariffs on railways under their control, and when they have substituted Government operation for operation under concession they have generally sought to render the new régime popular by rate reductions. Both in England, where the railways desired to compensate themselves by means of lessening former reductions which had become obsolete at certain points for the new reductions imposed upon them at other points to diminish rate inequalities, and in the United States, where the cordial relations eventually established between different railway systems permitted the suppression of abnormal reductions brought about by previous competition over certain routes, laws have intervened to give quasi-judicial authorities power to oppose such increase. The freedom of action of the railway companies and the mobility of their tariffs, which has so powerfully contributed to the economic development of the American Continent by facilitating rapid railway growth, are no longer tolerated in the United States, since the need for new railways is less vividly felt than the need of equality in the treatment accorded competing producers. Increases in rates, always more rare than decreases, have for a long time been extremely exceptional almost everywhere, and have become rare even in America during later years.

But rapid increases in operating and construction expenses have come seriously to modify the situation in a number of countries. It was at the very crisis which followed the height of prosperity in 1906 and 1907 that the effect of this increase was most severely felt. As we have frequently stated in these pages, the movement of expenses always follows that of receipts, but at a slower gait; traffic progresses by spurts, the most recent of which have been somewhat in advance of the date set for them under the periodical alternation at approximately 10-year intervals of industrial prosperity and depression. At the beginning of these spurts the railroads meet the situation as best they can with the facilities at hand, and it is only when they have ascertained where, for what classes of traffic, and under what conditions the needs exist that they undertake the necessary and costly improvements of their operating facilities. Then when the slackening of traffic renders it more difficult to provide for the new expenses they endeavor to retrench. This is what occurred in all countries when the crisis of 1907–1908 seriously affected the financial status of most of the railway systems. But the results of the measures adopted to realize economies were nullified when business again became active after a short period of slackening by the general increase in prices. This increase is no doubt in part temporary with regard to coal and metals, but will probably be permanent with regard to wages; and the expenses brought about by the increase have been aggravated by the necessity of offsetting reduction in labor output by means of added facilities. It was under these conditions that the idea of raising rates gained ground and has been applied in a number of countries.

It has not been necessary to refer to Germany, where, as we have frequently shown in these pages, abundance of traffic, added to exceptionally advantageous conditions resulting from the configuration of the country and from regulations very favorable to the railways, assured excellent results, even with a relatively expensive system of operation. After the enormous falling off in net revenue in 1908, a serious effort was made to reduce expenses; since then the recovery of traffic has been sufficiently strong to secure for the capital invested a greater return in 1911 than the maximum realized in 1906, although capital had grown 3½ billions in the interval. Meanwhile, in the smaller German States, where the railways are less prosperous than in Prussia, the question of raising rates has been agitated at different times. Wurttemberg soon after the unification of tariffs throughout the Empire, in 1907, increased the price of fourth-class tickets in 1909 from 2.5 centimes to 2.875 centimes per kilometer. The Prussian Government withdrew the export tariffs on coal, but this was apparently less to augment receipts from coal traffic than to reserve that commodity for national industry. With regard to internal traffic the Government contented itself with forcing the public to pay for the routing of freight shipments over longer but less congested lines. As to the stamp tax on bills of lading and passenger tickets, which, established by the Empire, was levied for passengers at a progressively higher rate according to class of accommodation, this caused much disappointment since passengers simply shifted to the lower classes, and the measure has had the character of a general tax rather than an increase in rates, so that the railway administration of the several German States have suffered rather than profited by it.

In England, as we have shown (May number, 1913), successive interventions by the Government at the time of the threatened strikes of 1907, and afterwards at the time of the strike of 1911, caused the companies to make concessions to their employees in consideration of the promise that legal facilities would be afforded them for two classes of relief measures: First, the consummation of agreements or consolidations that would permit reductions in expenses by suppressing existing competition on many lines, not as to prices (in this respect there has been an understanding for a long time among the railways), but as to the facilities offered to the public. Second, increases in freight rates. A bill presented in 1912 which covered these two points, and at the same time imposed various new obligations upon the railway companies, did not pass. The Government, called upon to fulfill its part of the agreement, at last carried a bill through both chambers which consisted merely of a brief amendment to the act of 1894, by virtue of which the railway and canal commission was empowered to oppose all unjustifiable increases of freight rates. This amendment, which took effect in March, 1913, declared that an increase would be deemed justifiable when it should be established that its object was to meet the additional expense of handling goods resulting from increases in wages and improvements in working conditions since August 19, 1911 (date of the strike).

Already, in January, 1912, the railways had put into effect certain increases in passenger rates, to which the restrictive measures of 1894 did not apply; these very moderate increases affected only certain exceptional passenger riffs. Utilizing the new privilege granted them in regard to freight rates, ey put into effect on July 1, 1913, increases equivalent to a general surcharge 4 per cent on all traffic. It is natural that the customers of an industry us suffer the consequences of its increased net cost; this is only what occurs all unregulated industries, whether the increase results from the intervention public authority, so frequent nowadays in the matter of labor, or whether proceeds from natural price variations. So far as the railways are concerned e British Government has kept its promise by refraining from interposing gal obstacles which would have rendered them victims of the pressure brought on them on behalf of their employees. As to the agreements between differ- t railways for the purpose of reducing expenses, the indefiniteness of the w has allowed them in most cases to consummate these agreements without e necessity of new legislation.

In Italy, as in England, betterments of the conditions of the laboring force ave necessitated increases in rates. The old leasing system, which was ided in 1905, did not sufficiently permit the railways to provide the means for ecessary increases in equipment and thus made it impossible for them to spond to traffic needs. Direct operation by the Government, under the pable and energetic management of M. Bianchi and a fairly independent lministration, has notably improved the service. But expenses have gone p considerably, for the most part as the result of legislation enacted by arliament, under pressure from railway employees, providing for increased tes of pay. The latest of such laws, enacted April 13, 1911, provided that rt of the new charges should be taken care of by means of an increase in the rice of term tickets and of special tickets issued at unusually low rates. hese increases have produced 6 millions, perhaps a little over 3 per cent of tal passenger receipts. At the same time there has been authorized an crease in accessory charges on freight amounting in the aggregate to 3 mil- ons, perhaps a little over 1 per cent of the receipts from ordinary freight. his increase has for its object the creation of a reserve of 4,000 cars for the ansportation of agricultural products.

In Switzerland a law passed June 23, 1910, improved the conditions of rail- ay labor to a very marked degree: its application will add about 14 millions a wage aggregate amounting to 60 millions in 1910. Inasmuch as the wage creases provided for are often automatic it is fair to ask whether the service ill be improved along with the condition of the employees. On the other and, the Government railway administration has put into effect increases nning from 9 to 12½ per cent on certain forms of season tickets very much sed in that country. Other increases have been proposed applying to round- ip tickets, but these the Federal Government has not ventured to adopt.

In Belgium the State has for several years been endeavoring to offset the crease in expenses, brought about through increases in railway wages, by creases in rates. The stamp tax (droit d'enregistrement), which in France but 10 centimes, has been raised from 20 to 50 centimes. Measures have een taken to prevent such combining of shipments as permit the economical ansportation of small consignments. Finally, after a long series of struggles nd one first ineffectual attempt, increases of 50 centimes per ton have been nposed upon short-haul shipments of all coals.

In Denmark the net revenue of the State system declined from 6,300 francs er kilometer in 1905–6 to less than 2,100 francs in 1909–10, the gross revenue eing more than 31,000 francs per kilometer. The public authorities took steps ward putting into effect, on the 1st of December, 1911, new tariffs which ould increase total revenues about 9 per cent.

In Russia ordinary freight rates on a large number of manufactured products ere considerably raised in 1910. Some increases were also made with respect passenger rates. But, on account of the poverty of the population, these latter creases brought about a reduction of passenger traffic and a shifting from igher to lower classes, which has forced a partial abandonment of the scheme.

It is especially in Austria and in Hungary that a considerable sustained effort as been made. In Austria the State system, considerably enlarged by the policy f purchase of railway lines which has led to the gradual disappearance of all e private systems with the sole exception of the Südbahn, has been far from arning the interest on its capital. For a long time the Government has been eeking to increase revenues by means of rate increases. Some years ago sta- on charges had been considerably increased. A general reform was instituted 1910, applying both to freight and passenger tariffs, by means of which rev- nues were increased 10 millions the first year and 37 millions in later years.

But the results were seriously disappointing, and in 1911 and 1912 new a important increases were effected bearing partly upon certain special clas of goods (cement, lumber, alcohol, petroleum, coal, sugar) and partly on me chandise of all classes in carload lots.

In Hungary still more radical measures were adopted. In 1909 the net re enue of the State system was 45 millions less than the capital charges. Duri 1910 and 1911 rates on a majority of commodities were sensibly increase The results, though satisfactory, remain still insufficient, and on March 1, 19 normal fast-freight rates were uniformly raised 7 per cent, exceptional fa freight rates 5 per cent, and all ordinary freight rates also 5 per cent. Final the celebrated zone tariffs for passengers, which had formerly been extolled a great step forward, were completely abandoned.

This zone system, established in 1889, was destined in part to develop loc passenger traffic and in part to bring the capital of Budapest and the farthe parts of the kingdom into closer relations. At the beginning there were 2 zon for local passenger traffic and 12 zones for journeys of from 25 to 225 kilomete (each carrying a uniform rate for all the points within a fairly wide area, t rates increasing at successive steps either of 15 or 25 kilometers). Final there was a single zone with a uniform fare for all journeys over 225 ki meters, even up to 800 kilometers. However, there was a necessary break in journeys by way of Budapest. This tariff produced a species of traffic, not th existent, over very short and very long distances. From 1888 to 1894 the St railways and the Austro-Hungarian Co.'s lines, purchased by the State in 1 increased their traffic in the following proportions:

	Per cent of increase	
	Passengers.	Passenger receipts.
Local zones	650	[illegible]
Zones 2 to 12	40	[illegible]
Zones 13 to 15	246	[illegible]

But when the long-distance travel, hardly existent before, had developed seriously as this it did not take long to ascertain that the receipts from su travel did not cover the corresponding expenses. In 1896 and 1903 the loc tariff was altered and two new zones created, one of 75 and one of 100 ki meters, so as to establish a complete uniformity of rates only beyond 400 ki meters. Experience shows that these increases have had no effect on t growth of traffic.

Under these conditions passenger traffic barely made expenses, but did contribute, so to speak, to net revenue. On the 1st of July, 1912, the zo system of tariffs was abolished. Rates are now (with a few exceptions) creased at 5-kilometer intervals for trips under 30 kilometers, and at kilometer intervals thereafter, the per kilometer rate rapidly decreasing abo 250 kilometers. The increased revenues resulting from this new classificati amount to about 16,000,000 francs, or about 18 per cent of former passe receipts.

It is clear that the once generally accepted idea that railway rates mu always continue to decline is contrary to the facts. In France public opini still refuses to admit that rates can ever be increased. However, the oper ing results, which we analyze each year in the May number of this revi lead us to fear that, as in so many other countries, we shall be obliged to ap higher rates some day. From 1906 to 1912 the revenues of the railwa d'interet general increased in round numbers about 350 millions, while oper ing expenses increased 400 millions and the capital invested had increas about 2 billions. Of this increase in expenses, the follies that have acco panied the purchase by the State of the Western Railway are perhaps respo sible for 50 millions, adding that much to the normal increase in expens which the Government-operated systems must suffer as well as the priva systems. Even after deducting these 50 millions it is clear that the increa in expenses entirely absorbed the total increase of revenue. The operati ratio in 1906 was about 52 per cent. The length of the new and slightly pr ductive lines put into operation in the interval, upon which this ratio is nec arily higher than on the older lines of dense traffic. is hardly more than 1,000 kilometers. On the other hand, the additional traffic of the older lines would not by a wide margin have brought an increase in expenses proportionate to that of revenues had not the net cost of transportation grown. On the whole, an increase in expenses equivalent to half the increase in revenues would have been the expected thing had not the conditions of operation been seriously changed.

Among the changes of this period are those which represent real improvements, both as to the speed and the number of trains, improved car accommodations, and so forth. But the expenditures undertaken by the railway managements on this score have not greatly exceeded the economies brought about through technical progress—the use of more powerful locomotives, permitting an increase in average trainload; the development of classifications based upon weight, etc. The enormous gap between the results actually attained and those reasonably expected from the development of traffic is due chiefly to the general ncrease of prices, and especially of wages.

But the intervention of public authority has considerably contributed to the ncrease. We have often spoken of the special legislation which assures railway employees better pensions even than those granted to State employees hemselves, and incomparably better than those provided under ordinary legislation for workmen in general, without even that contribution from the budget which is granted to other workers. This special act increased expenses of operation from 25 to 30 millions a year, which would have been infinitely better employed in the amelioration of wages, to say nothing of 8 millions carried in 912 to capital account on behalf of employees pensioned during that year, nor of its retroactive provisions, nor of the slowly decreasing amounts it will add o the expenses of future years. The labor regulations imposed upon the railways have also added new expenditures over and above those brought about by such increases in force as have been necessitated by the general movement ending toward greater leisure for laborers.

The law of 1905 regarding the liability of carriers has further added to railway expenses, by means of payments for damage, to the extent of 15 millions a year. While nullifying the contractual clause which combined the privilege of lower rates with a lessening of the carrier's liability, the law has very much reduced the number of cases in which the court of cassation can exert a control over the decisions of judges of fact of the lower courts. However, it must be recognized that these judges, when elected by patrons of a railway, do not always grant it all the necessary guaranties. Doubtless in the large cities he commercial tribunals exercise their authority with entire impartiality, but heir independence is not the same in the less important centers. The more closely they are in contact with the merchants who elected them the more they incline to side in their favor against enterprises that are foreign to the region. As to this, statistics regarding the legal suits of one of our great railways, in 1910 and 1911, are singularly instructive. It should be noted that all these suits are prepared and defended by the same legal claim department, which examines all cases in the same light and goes to law only when it believes that there are good chances of a victory. Yet the proportion of legal cases lost by it before commercial tribunals is as follows:

	Per cent.
n Paris	32.5
n other cities of 50,000 population and over	46.6
n cities from 10,000 to 50,000 population	60.9
n cities of less than 10,000 population	80.0

When the law of 1905 had overthrown one of the conditions made by the ailway systems in return for the voluntary rate reductions introduced by them, he Government recognized that it could not insist upon these reductions withut some compensatory arrangement. The minister of public works took the lmost unheard-of step of promulgating increases in certain rates that were xtremely low and were due for revision when the effects of the new legislation hould become known. But when the time came the administration directed ts whole weight of authority against the railways to obtain their renunciation of certain surcharges which it was impracticable to refuse to them if they hould insist on their rights. The railways gave in upon the promise that a slight compensation would be granted them through the revision of certain ariff regulations much more burdensome to them than really beneficial to the public. Then, as always, when it was proposed to promulgate certain rules

facilitating railway service, the administration backed down in the fac
demands formulated not so much by large shippers seriously interested in
question as by small groups who receive their instructions from agencies
the lookout for opportunities to file claims. As a final result, the railw
obtained nothing in exchange for their consent to the maintenance of spec
tariffs, even in cases where the evidence itself showed that the provisions
ducing the liability of carriers had been among the determining conditi
underlying the reductions voluntarily agreed to by them.

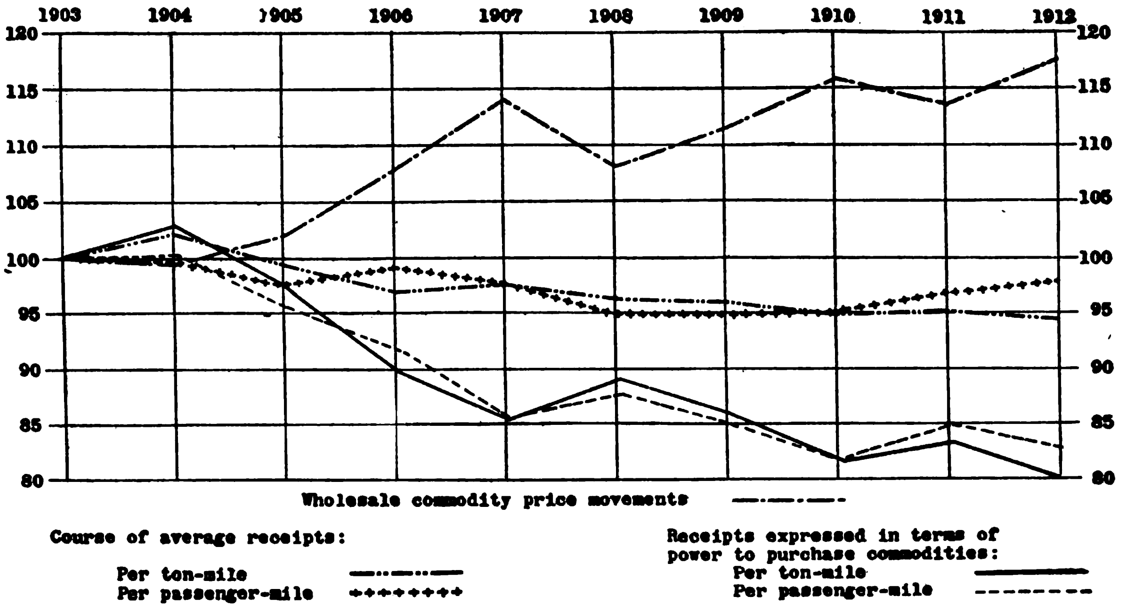
Although the new operating expenses absorbed, and more than absor
the increases in revenues, the amount of capital grew, and the correspon
charges grew still faster. The general increase in the rate of interest
continued simultaneously with the increase in prices for 15 years past.
late it is especially with regard to old family investments that this incre
has been manifested; the cost of living has forced a search for more
ductive investments; furthermore, in the face of financial and other thre
that are directed from all sides upon accumulated wealth, the differen
safety between securities once regarded as absolutely sound and other
vestments no longer seem important. Fifteen years ago the rate of inte
including funding costs, at which the railways borrowed hardly exceeded
per cent; to-day they can no longer issue securities without paying ab
4 per cent. Retirement of securities becomes more difficult in the measure
which the end of the period of concession approaches; the annual amortiza
charge—l'annuite des emprunts—has increased by 0.50 to 0.75 per cent
15 years and amounts to 75 to 115 centimes to-day, according to the length
time yet remaining to the concession of each system, and the charge will
very rapidly unless measures are taken to render possible the continuati
betterments indispensable to the good of the service.

Whether the increase in capital charges and expenses of operation be
directy upon the State in regard to its own system and the expenditures
it directly affects the railways with which the State is closely associated thr
guaranties of interest and the division of profits, it reacts no less gra
upon the State budget. For other reasons as well the budget is affected
the general increase in prices and wages, being drawn upon especially for
improvement of the working conditions of all public employees, not to g
satisfaction to labor associations or unions, whom it wuld be easy to br
to their senses, but because the recruiting of civil or military employees
comes more and more difficult and will become impossible if they are
properly compensated. The new military burdens which have been impo
upon us and the social burdens sometimes imprudently assumed added
those which have resulted from the natural movement of prices forced
State to secure new resources for immense sums never required before.
even after the catastrophe of 1871. At the very moment when it becom
necessary to search on all sides for new taxes it is no longer possible to dis
a priori any idea of an increase in transportation rates.

Without doubt this increase will bear grievously upon agriculture,
merce, and industry. But under whatever form it may arrive the new
dens imposed upon national production will fetter that production. To bur
the transportation industry or to tax its transactions or to attenuate its cap
all tend to diminish the productive power of a country; the problem is
distribute the load as to render no one part of it crushing. A certain incre
in railway rates must nevertheless follow upon a general increase in pr
such as was described at the beginning of this article. Soon, perhaps,
State will no longer be able in fairness either to refuse the increase to
railways, in whose prosperity it is directly interested as a partner, or to
tinue to operate its own system at a continuously increasing loss. Perh
also, it would be wise to use from now on additional transportation cha
that are relatively low and well selected as part of the resources of w
there is need in order to cover at least the interest on the capital expen
to develop all sorts of means of communication.

The memory of the enormous part that has been played by the consider
decrease in transportation rates in modern progress must not lead us to ex
gerate the inconvenience of a slight increase. The experience of
increases abroad, as well as increases of transportation taxes in France
time ago, show that charges of this kind are not especially prohibitive,
vided they be moderate and well selected; and even if they were to
heavily upon passengers traveling on passes or special tickets (cartes de
lation), yet they constitute a valuable means of moral uplift.

CONANT EXHIBIT No. 3.



Authorities:
Returns of the railways to the Interstate Commerce Commission.
United States Bureau of Labor Statistics, Bull. No. 114, Wholesale Prices, page 12.

Prepared by

What is of significance to the public welfare is not that a special form of ervice like the railway service is left out of the general movement of increased prices and augmented public charges, but that these charges be not creased without absolute necessity. The policy of reducing transportation tes is an excellent one, but to carry it out it is necessary to avoid increasing yond measure the charge upon the carriers, the expenses of operations of ubtful utility or of no utility at all, and even, if possible, the total budget. n the other hand, when it becomes absolutely necessary to increase the levy ade by the public power upon national production, the users of means of mmunication of all kinds should justly and inevitably contribute their share, t least in the proportion by which special legislation and the general increase prices have increased the net cost of the services rendered to them.

This is what many countries have already recognized. It looks as if France lso will soon have to recognize it.

CONANT EXHIBIT 3.

ailways of eastern district, 1903–1912—Receipts per ton-mile and passenger-mile, respectively, expressed in terms of commodity prices.

Year.	Course of average receipts.		Index number of wholesale commodity price movements.	Receipts expressed in terms of power to purchase commodities.	
	Per ton-mile.	Per passenger-mile.		Per ton-mile.	Per passenger-mile.
03 [1]	100.0	100.0	100.0	100.0	100.0
04	102.3	99.7	99.5	102.8	100.3
05	99.4	97.6	102.0	97.4	95.6
06	96.9	99.1	107.8	89.9	91.9
07	97.5	97.7	114.0	85.6	85.7
08	96.3	94.9	108.1	89.1	87.8
09	96.0	94.8	111.4	86.2	85.1
10	94.8	95.0	115.8	81.8	82.0
11	95.1	96.8	113.7	83.6	85.1
12	94.5	97.8	117.6	80.3	83.1

[1] Year 1903 taken as 100.

CRAWFORD EXHIBIT No. 1.

[Pages 1 to 4.]

Erie Railroad system.

The mileages shown as "Owned" and amounts shown as "Total capital obligations" and "Property investment" include all controlled and leased companies, with the exception of the following small companies which are either terminal companies or owned or operated jointly with railroad companies other than those included in Erie system statements Akron & Barberton Belt R. R., Buffalo Creek R. R., Chicago & Western Indiana R. R., Belt Railway Co. of Chicago. Attached Schedule, "A," shows the names of the corporations included in the Erie R. R. system statements. All intercorporate holdings of stocks and bonds, and dividends and interest thereon, have been eliminated from the statements. The results shown, therefore, represent the Capital Obligations, together with dividends and interest, of securities in the hands of the public.

The following facts are significant:

[D denotes decrease.]

	1903	1910	10-year average to June 30, 1912.	1913	Increase or decrease per cent 1913 as compared with—		
					1903	1910	10-year average to June 30, 1912.
The return of net operating income on property investment shows a general decline, as follows:							
Property investment	$364,694.604	$428,537,328	$406,033,632	$453,154,352	24.26	5.74	11.61
Net operating income	$16,774,242	$15,773,807	$14,300,658	$15,975,037	D 4.76	1.28	11.71
Per cent of net operating income on property investment	4.60	3.68	3.52	3.53	D 23.26	D 4.08	.28
Increase in property investment 1913 over 1903		$88,459,748					
Decrease in net operating income 1913 over 1903		$799,205					

The net operating income for 1913 was $15,975,037, which, based on per cent of return on property investment for 1903, would have resulted in a net operating income for 1913 of $20,845,100, or $4,870,063 more than the actual return. This difference represents a deficit of 5.51 per cent in 1913 on the additional property investment made during the years 1903 to 1913, inclusive.

Increase in property investment 1913 over 1910, $24,617,024; increase in net operating income 1913 over 1910, $201,230.

The above statement indicates that only 0.82 per cent was received in 1913, on the additional investment made since 1910. Working funds have not been included in property investment account.

Return on capital obligations: The per cent of return from net corporate income as compared with capital stock and total capital obligations shows, as compared with 1903, a decline, whereas, compared with 1910 and the 10-year average, a considerable increase. The 1913 net corporate income, however, has been considerably augmented by increased dividends and interest on securities held, which is reflected in other income,

	1903	1910	10-year average to June 30, 1912.	1913	Increase or decrease per cent 1913 as compared with—		
					1903	1910	10-year average to June 30, 1912.
The increase in total capital obligations is considerably less than the increase in the property investment account, due to investments made from current funds against which no capital obligations have to date been issued:							
Total capital obligations	$391,162,466	$430,701,338	$419,386,853	$445,628,547	13.92	3.47	6.26
Net corporate income (plus interest on funded debt)	$19,582,108	$19,057,136	$16,649,729	$20,852,772	6.49	9.42	25.24
Net corporate income (plus interest on funded debt) per cent of total capital obligations	5.01	4.42	3.97	4.68	D 6.59	5.88	17.88
Return net corporate income on capital stock:							
Total capital stock	$184,655,740	$184,813,990	$184,727,825	$184,794,090	.07	D.01	.04
Net corporate income	$9,626,323	$7,243,866	$5,601,854	$8,912,741	D 7.41	23.04	59.10
Per cent of return net corporate income	5.21	3.92	3.03	4.82	D 7.42	22.96	59.08
Dividends declared—							
Dividends	$2,248,146	$585,926	$1,537,640	$555,487	D 75.29	D 5.20	D 63.87
Dividends per cent of stock	1.22	.32	.83	.30	D 75.41	D 6.25	D 63.86
Interest and dividends per cent of total capital obligations:							
Interest and dividends	$12,203,931	$12,399,196	$12,585,515	$12,495,518	2.39	.78	D .72
Margin:							
Unappropriated surplus	$1,507,566	$4,840,511	$1,808,476	$5,634,691	273.76	16.41	211.57
Per cent total capital obligations	.39	1.12	.43	1.26	223.08	12.50	193.02
Per cent of total operating revenue	3.13	8.19	3.34	8.37	167.41	2.20	150.60
Per cent of income from all sources	2.91	7.67	3.15	7.71	164.95	.52	144.76
Distribution of capitalization:							
Total stock	$184,655,740	$184,813,990	$184,727,825	$184,794,090	.07	D .01	.04
Total funded debt, including notes issued for capital obligations	$206,506,726	$245,887,348	$234,659,028	$260,834,457	26.31	6.08	11.15
Per cent capital obligations to stock	47.21	42.91	44.05	41.47	D 12.16	D 3.36	D 5.86
Per cent capital obligations to funded debt	52.79	57.09	55.95	58.53	10.87	2.52	4.61
Operating results:							
Operating revenues	$48,193,063	$59,078,833	$54,212,836	$67,326,282	39.70	13.96	24.19
Maintenance expenses	9,934,601	15,599,568	14,129,181	18,090,561	82.10	15.97	28.04
Other operating expenses	20,083,436	24,862,769	23,723,375	29,359,291	46.19	18.09	23.76
Net operating revenues	18,175,026	18,616,496	16,360,280	19,876,430	9.36	6.77	21.49
Tax accruals	1,035,383	1,540,064	1,371,055	2,148,006	107.46	39.48	56.67
Operating income	17,139,643	17,076,432	14,989,225	17,728,424	3.44	3.82	18.27
Less hire of equipment and rents	365,401	1,302,625	688,567	1,753,387	379.85	34.60	154.64
Net operating income	16,774,242	15,773,807	14,300,658	15,975,037	D 4.76	1.28	11.71

[D denotes decrease.]

	1903	1910	10-year average to June 30, 1912.	1913	Increase or decrease per cent 1913 as compared with—		
					1903	1910	10-year average to June 30, 1912.
Operating results—Continued.							
Property investment	$364,694,604	$428,537,328	$406,033,632	$453,154,352	24.26	5.74	11.61
Net operating income per cent on property investment	4.60	3.68	3.52	3.53	D 23.26	D 4.08	.28
Property investment per mile:							
Per mile owned first main track	$153,284	$175,085	$168,313	$183,286	19.61	4.68	8.90
Per mile owned all tracks	$79,227	$83,379	$82,399	$83,884	5.88	.61	1.80
With the increase in capital obligations and property investment, as indicated, there will be noted the following changes in transportation facilities:							
Miles of first track—owned	2,379.99	2,447.60	2,412.37	2,472.39	3.88	1.01	2.49
Miles of all track—owned	4,603.16	5,139.64	4,927.67	5,402.18	17.36	5.11	9.63
Total tractive power—locomotives, pounds	26,746,247	42,711,577	38,610,994	51,053,426	90.88	19.53	32.23
Total capacity of freight cars—tons	1,525,024	1,842,605	1,788,006	2,017,805	32.31	9.51	12.85
The measure of service has increased as per the following:							
Tons carried 1 mile—revenue freight	5,600,033,572	6.669,052,640	6.198,246,894	7,976,985,162	42.44	19.61	28.69
Passengers carried 1 mile	589,880,060	743,451,021	690,161,218	758,458,576	28.58	2.02	9.90
Total freight and passenger units 1 mile	6,189,913,632	7,412,503,661	6,888,408,112	8,735,393,738	41.12	17.85	26.81
The return received from the freight and passenger business compares as follows:							
Freight revenue	$34,351,332	$40,999,726	$37,827,816	$47,222,839	37.47	15.18	24.84
Revenue per ton per mile, mills	6.13	6.15	6.10	5.92	D 3.43	D 3.74	D 2.95
Passenger revenue	$8,679,674	$10,622,021	$9,965,537	$11,428,566	31.67	7.59	14.68
Revenue per passenger per mile, cents	1.47	1.43	1.44	1.51	2.72	5.59	4.86
All revenue	$48,193,063	$59,078,833	$54,212,836	$67,326,282	39.70	13.96	24.19
The increased ratios of operating costs and taxes are shown below:							
Ratio of expenses (excluding taxes) to operating revenues	62.29	68.49	69.82	70.48	13.15	2.91	.95
Ratio of expenses (including taxes) to operating revenues	64.44	71.10	72.35	73.67	14.32	3.61	1.82
Taxes per cent of total operating revenues	2.15	2.61	2.53	3.19	48.37	22.22	26.09
Taxes per cent of net operating revenues	5.70	8.27	8.38	10.81	89.65	30.71	29.00
Taxes per cent of total income	2.00	2.44	2.39	2.94	47.00	20.49	23.01
Some of the special features of operation are given below:							
Revenue train load—tons	392.45	480.04	447.57	582.14	48.33	21.27	30.07
Tons of freight per car-mile—loaded and empty [1]	12.13	14.58	13.49	15.58	28.44	6.86	15.49
Tons of freight per loaded car-mile	17.92	20.65	19.52	21.65	20.81	4.84	10.91

[1] Includes caboose.

HEDULE A.—*Statement showing names of companies included on system statements.*

e Arlington Railroad Co.
e Arnot & Pine Creek Railroad Co.
on, Geneseo & Mount Morris Railroad Co.
th & Hammondsport Railroad Co.
rgen & Dundee Railroad Co.
ffalo, Bradford & Pittsburgh Railroad Co.
rgen County Railroad Co.
e Brockport & Shawmut Railroad Co.
ock Railroad Co.
e Caldwell Railway Co.
icago & Erie Railroad Co.
e Cleveland & Mahoning Valley Railway Co.
lumbus & Erie Railroad Co.
nesus Lake Railroad Co.
laware Valley & Kingston Railway Co.
e Docks Connecting Railway Co.
e Elmira State Line Railroad Co.
e Erie & Black Rock Railroad Co.
ie Railroad Co.
ie & Jersey Railroad Co.
e Erie & Wyoming Valley Railroad Co.
ie Terminals Railroad.
lton Railroad Co.
nesee River Railroad Co.
shen & Deckertown Railroad Co.
e Hackensack & Lodi Railroad.
e Hudson Connecting Railway Co.
dustrial Center Land Co.
e Jefferson Railroad Co.
e Lodi Branch Railroad Co.
e Long Dock Co.
copin Railroad Co.
iddletown. Unionville & Water Gap Railroad Co.
iddletown & Crawford Railroad Co.
Middletown & Unionville Telegraph Co.
Montgomery & Erie Railroad.
The Moosic Mountain & Carbondale Railroad Co.
Newark & Hudson Railroad Co.
The New Jersey & New York Ext. Railroad Co.
New Jersey & New York Railroad Co.
The New York & Greenwood Lake Railway Co.
New York, Lake Erie & Western Coal & Railroad Co.
The New York, Lake Erie & Western Docks & Improvement Co.
New York, Susquehanna & Western Railroad Co.
The Niagara River & Erie Railroad Co.
Northern Railroad Co. of New Jersey.
The Nyack & Northern Railroad Co.
Nyack & Southern Railroad Co.
The Nypano Railroad Co.
Passaic & New York Railroad Co.
Paterson & Hudson River Railroad Co.
Paterson & Ramapo Railroad Co.
The Paterson, Newark & New York Railroad Co.
The Pavonia Ferry Co.
Penhorn Creek Railroad Co.
Rochester & Genesee Valley Railroad Co.
The Roseland Railway Co.
The Sharon Railway.
Susquehanna Connecting Railroad Co.
Tioga Railroad Co.
Union Railroad Co.
Watchung Railroad Co.
The West Clarion Railroad Co.
Westerman Railroad.
The Wilkes-Barre & Eastern Railroad Co.
Youngstown & Austintown Railway Co.

CRAWFORD EXHIBIT No. 2.

TATEMENT OF CHARLES P. CRAWFORD IN CONNECTION WITH THE 11-YEAR FINANCIAL AND OPERATING STATEMENTS OF ERIE RAILROAD SYSTEM.

LINES INCLUDED AND METHOD OF COMPILATION.

These statements for Erie Railroad system cover all railroad companies hose properties are operated by Erie Railroad Co., Chicago & Erie Railroad ., New York, Susquehanna & Western Railroad Co., Wilkes-Barre & Eastern ilroad Co., New Jersey & New York Railroad Co., and Bath & Hammondsport ilroad Co., together with their leased and operated lines. A full list of the rporations included in the system statements is submitted with the analysis companying the 11-year statements. The operations of the following companies, whose capital stock is owned jointly by companies included in the Erie stem and by companies outside the Erie system, are not included in these atements: Akron & Barberton Belt Railroad Co., Buffalo Creek Railroad Co., icago & Western Indiana Railroad Co., Belt Railway Co. of Chicago.

The revenues and expenses of the Erie Railroad Lake Line, a line of stea on the Great Lakes owned and operated by Erie Railroad Co., are include the items entitled "Outside operations."

The item "Capital obligations" includes only the capital stock, bonds, eq ment, trust certificates, notes, and other funded obligations of the comp included in the system owned by the public or by other companies outside system. All system intercorporate holdings have been eliminated to a duplication, and the statement shows the par value of securities outstand with the public.

RETURN OF PROPERTY INVESTMENT.

In 1913 the property investment of Erie Railroad system had incre $88,459,748 since 1903, or 24.26 per cent, while its net operating revenu creased only $1,701,404, or 9.36 per cent, and its net operating income decre $799,205, or 4.76 per cent. During the same period its gross operating rev increased $19,133,219, or 39.70 per cent, showing greatly increased service to public. The Erie system in 1913 fell $799,205 short of receiving any addi return on its great increase in investment, although it rendered a gre increased amount of transportation service to the public. The percenta its return on property investment as shown by its net operating income 4.60 in 1903, 3.89 for the five-year average 1903 to 1907, 3.68 for 1910, 3. 1911, 3.03 for 1912, and 3.53 for 1913. Comparing 1913 with 1910, there was increase in property-investment account of $24,617,024, or 5.74 per cent. the gross operating revenue in 1913 exceeded that in 1910 by $8,247,4 13.96 per cent. Notwithstanding this increased investment in road and eq ment devoted to the service of the public and this increased transporta service, the net operating income in 1913 was only $201,230, or 1.28 per more than in 1910, while there was an actual decrease in the rate of ret property investment from 3.68 to 3.53 per cent.

MILEAGE.

Since 1903 the miles of first main track operated by the system have incre only 110.43, or 4.50 per cent, while the miles of all tracks operated increased 836.07, or 17.65 per cent, showing that the development of the sy has been intensive rather than extensive, and small as compared with increase in population and traffic in the territory served. The increase in main track is principally due to the construction of new low-grade freight such as the Erie & Jersey Railroad, Genesee River Railroad, and the Col & Erie Railroad. These lines contribute practically no new business, but built to avoid heavy grades on the old main line and to promote gre efficiency and economy in the operation of freight trains. The increa mileage of all tracks includes 535 miles of additional main tracks and 301 of other tracks and sidings.

The item "Property investment" shows the book value of the road equipment of the companies comprised in the Erie Railroad system. It not include the cost of securities. In several instances where the general of subsidiary companies whose lines are embraced in the system were available, we have used the figures shown in the annual reports of those panies to the Interstate Commerce Commission or to State commissions in the case of a few companies which are not reporting companies and where other record was obtainable, we have shown the property investme equaling the part of the company's capital obligations.

Property investment increased over $88,000,000 during the period betw 1903 and 1913, while the increase in capital obligations during this same p was about $54,000,000. This excess in increase in property investment the increase in capital obligations is the result of the application of a $34,000,000, being a large part of the companies' current income to these poses instead of to a distribution to capital—these expenditures being objects which would ordinarily be provided for from new capital.

Additions to property investment account have averaged over $8,000,0 year for the 10 years preceding 1913, and amounted to $12,795,044 in These expenditures were made for additional tracks and sidings; additi terminals and stations; elimination of grade crossings; additions to an provement of equipment, bridges and other structures; automatic signals interlocking plants and other safety devices; and other improvements erly chargeable to capital account, and for the increased safety and nience of the public and the more satisfactory and efficient handling of affic. While much has been done in this direction, much more which the aagement of the companies desired to do has necessarily been left undone. le proper and necessary future annual expenditures for these purposes will t be less than in the past, but should be greatly increased if the necessary pital can be secured on proper terms.

CAPITAL OBLIGATIONS.

The outstanding capital stock of the companies embraced in the system liminating intercorporate holdings) is substantially the same now as in 1903. ie total capital obligations in 1903 amounted to $391,162,466, and by 1913 d increased to $445,628,547, an increase of $54,466,081, or 13.92 per cent, in e 11-year period. The ratio of capital stock to total capital obligations has adily decreased from 47.21 per cent in 1903 to 41.47 per cent in 1913.

The funded debt, including notes issued for capital obligations, has increased 4,327,731 in the period from 1903 to 1913, an increase of 26.31 per cent, ile the increase in property investment was over $88,000,000 during the same riod. About one-half of this increase in funded debt is represented by so-lled short-term notes which bear a relatively high rate of interest. About ,000,000 of this increase consists of equipment-trust obligations. With the ception of a small amount of its Pennsylvania collateral bonds sold in 1908, le Railroad Co. has not succeeded in marketing any bonds since 1906.

NET CORPORATE INCOME.

The net corporate income of the system was $9,626,323 in 1903, an average $6,727,195 for the 5-year period 1903 to 1907, $7,243,866 in 1910, $7,075,830 1911, $4,627,823 in 1912, and $8,912,741 in 1913. The average net corporate ome for the 5-year period from 1908 to 1912 shows a decrease of 33.45 per nt as compared with the average net corporate income for the 5-year period m 1903 to 1907, and it is interesting to note that the average net operating ome for the period from 1908 to 1912 shows a decrease of 8.13 per cent as npared with the average net operating income for the 5-year period 1903 1907. Net corporate income plus interest on funded debt—i. e., the fund ailable for interest and dividends and as a margin for the basis of credit—re the following ratio to total capital obligations, namely, 5.01 per cent 1903, 4.21 per cent for the 5-year period in 1903–1907, 4.42 per cent in 1910, 7 per cent in 1911, 3.66 per cent in 1912, and 4.68 per cent in 1913.

considerable part of this net corporate income was not derived from rates arged for transportation services or other railroad operations, but was rived from outside investments, and included in the item "Other income." is "other income" amounted to over $2,800,000 in 1903, an annual average over $2,200,000 for the 5-year period from 1903 to 1907, over $3,400,000 in 10, an average of about $3,000,000 for the years 1910–1912, and nearly 000,000 in 1913. Most of this "Other income" was received from the coal npanies whose capital stock is owned by the Erie Co., and principally from Pennsylvania Coal Co. The income from this source in 1913 exceeded by ut $2,000,000 the average during the several preceding years. This was in t occasioned by the increased payment made by the Hillside Coal & Iron , which it was able to make because of the collection of a judgment for a ge sum for coal royalties and partly because the Pennsylvania Coal Co. s able in 1913 to distribute a very considerable amount of surplus, which, ler conditions which existed in previous years, it would not have made il 1914. The amount of "Other income" for 1913 is therefore not typical what may be expected in 1914 and succeeding years, and it is estimated that income received from this source in 1914 will probably be about $1,000,000 than the average for the past three years and about $3,000,000 less than 1913.

nasmuch as a considerable part of the amount included in "Other income" derived from coal companies and did not result from and had no relation transportation rates, it would be fairer to exclude such items of income n net corporate income before comparing it with total capital obligations or h property investment. I have therefore restated below the item of net porate income for the several years by eliminating therefrom the above-ntioned income from the coal companies. I have also eliminated the interest on Erie Railroad Co.'s Pennsylvania collateral bonds, which were issu connection with the purchase of the capital stock of the Pennsylvania Coal and, based on this revised net corporate income, I have shown its rati property investment. I have also shown the adjusted figures of per cen net corporate income (plus interest on funded debt) on total capital obligat

Years ending June 30—	Adjusted net corporate income.	Per cent of adjusted net corporate income on property investment.	Per cen adjuste corpora come (plu terest on f debt) on t tal oblig
1903	$8,507,386	2.33	[illegible]
1904	5,104,937	1.37	[illegible]
1905	4,664,946	1.23	[illegible]
1906	5,705,641	1.46	[illegible]
1907	6,693,555	1.64	[illegible]
1908	[1] 934,033	[1].22	[illegible]
1909	4,256,908	1.00	[illegible]
1910	6,214,917	1.45	[illegible]
1911	6,466,170	1.50	[illegible]
1912	3,691,403	.84	[illegible]
1913	6,086,092	1.34	[illegible]

[1] Loss.

REVENUES AND EXPENSES.

The business handled by the system has greatly increased since 1903. number of tons of revenue freight carried 1 mile has increased from 5,600 lions in 1903 to 6,669 millions in 1910, 7,976 millions in 1913. There is increase of 13.65 per cent in the 5-year period 1908 to 1912 as compared the 5-year period 1903 to 1907, and an increase of 19.61 per cent in 1913 compared with 1910.

During this period the average revenue per ton per mile was 6.13 mil 1903, 6.15 in 1910, 6.04 in 1911, 6.02 in 1912, and 5.92 in 1913. The averag the 5-year period 1908 to 1912 was 6.08, a reduction of 0.81 per cent as comp with the average of 6.13 mills during the 5-year period 1903 to 1907. The enue per ton per mile has decreased 3.74 per cent since 1910.

While the decrease in the average revenue per ton per mile since 1903 have resulted in part from changes in the character of traffic handled and average movement, yet the territory served by the Erie system during period and the general character of the traffic and its distribution have rema substantially the same, as it is believed the reduction in the average reve per ton-mile has resulted in large part from rate reductions.

While the average revenue in 1910 was 6.15 mills, the average for th years preceding 1913 was 6.10 mills. If this 10-year average had been rec on the 1913 traffic, the revenues would have been increased $1,435,848. withstanding these reductions in the average revenue per ton per mile, the operating revenue has increased from $48,000,000 in 1903 to $59,000,000 in 1 and $67,000,000 in 1913, making an increase of 39.70 per cent for 1913 as pared with 1903 and of 13.96 per cent as compared with 1910.

Under normal conditions, with such a large increase in the business ha and in operating revenue, there should be a substantial decrease in the ra operating expenses to operating revenues; but this has not been the cas operating expenses and taxes have increased at a rate largely in excess of increase in operating revenues.

The operating ratio was 62.29 per cent in 1903, 68 per cent for the first 5 period, 68.49 per cent in 1910, 68.04 per cent in 1911, 71.59 per cent in 1912 70.48 per cent in 1913.

Operating revenues in 1913 increased $8,247,449, or 13.96 per cent over but operating expenses increased 17.27 per cent and taxes 39.48 per cent, the result that the net operating income was only 1.28 per cent more in than in 1910.

Maintenance of way and structures increased 31.26 per cent in the per 1908 to 1912 as compared with the period 1903 to 1907, and 18.49 per cen 1913 as compared with 1910.

Maintenance of equipment increased 31.96 per cent in the second five-year eriod as compared with the first, and 1913 increased 14.50 per cent as compared with 1910.

Transportation and traffic expenses increased 13.52 per cent in the second -year period as compared with the first, and transportation expenses increased 0.09 per cent in 1913 as compared with 1910.

Total operating expenses increased 20.34 per cent in the second 5-year eriod as compared with the first, and increased 17.27 in 1913 as compared with 1910.

Taxes increased from $1,035,383 in 1903 to $2,148,006 in 1913, there being an ncrease of 35.12 per cent in the second 5-year period as compared with the first, nd an increase of 39.48 per cent in 1913 over 1910.

The taxes in 1913 were more than double those paid in 1903, were nearly qual to one-quarter of the net corporate income, and over one-third of the net orporate income less income from other than railroad operation.

The following table shows the operating revenues, operating expenses, and perating income for the period under consideration, expressed in mills per raffic unit, viz, revenue ton miles plus passenger miles:

Revenues, expenses, taxes, and operating income per traffic unit.

	Year ending June 30—			5-year average, 1903 to 1907.	5-year average, 1908 to 1912.
	1903	1910	1913		
Total operating revenues (including outside operations)	*Mills.* 7.79	*Mills.* 7.79	*Mills.* 7.71	*Mills.* 7.83	*Mills.* 7.90
Maintenance of way and structures	.64	.77	.78	.70	.81
Maintenance of equipment	.97	1.33	1.29	1.19	1.38
Transportation and traffic expenses	2.70	2.74	2.78	2.84	2.85
General expenses	.15	.16	.16	.17	.16
Outside operations, expenses	.39	.46	.42	.42	.45
Total operating expenses	4.85	5.46	5.43	5.32	5.65
Taxes	.17	.21	.25	.18	.21
Total operating expenses and taxes	5.02	5.67	5.68	5.50	5.86
Operating income	2.77	2.30	2.03	2.33	2.04

The great and continuing increase in operating expenses and taxes has absorbed the profits which should have been realized from greatly increased volume of business under the operation of the law of increasing returns. It has absorbed the savings from increased efficiency and from the investment of new capital. It is fast reducing net operating income to a point less than in previous years when the business handled and the investment of capital were much less; and the prospect is that upon the basis of existing freight rates, the rate of net return will continue to diminish notwithstanding any further increase in the volume of business handled and in property investment. Recent developments afford no assurance that the upward trend of expenses and taxes will materially change, but on the other hand the indications are to the contrary.

The following statement of certain items of increased expenses in 1913, as compared with 1910, are taken from the companies' records when obtainable, and otherwise are the conservative estimates of the officers directly concerned:

Increase in cost of fuel due to increase in price	$473,597
Increase in cost of ties due to increase in price	71,994
Semimonthly payment of wages	23,850
Extra-crew laws (Ohio and Pennsylvania)	80,633
Increase in wages due to increase in the rates of pay	1,581,654
	2,231,728
It is believed that yearly expenses will be increased by changes effected during the current year as follows:	
Extra-crew laws (New York and New Jersey)	225,000
Trainmen's wage increase under arbitration award effective October 1, 1913	360,000
Total	2,816,728

There will also be a substantial increase in taxes resulting from the opera of the new Federal income-tax law. The companies will also be required expend large, although as yet indeterminate, amounts of money under operation of Federal and State laws recently passed, such as those requi the elimination of highway crossings at grade solely, or largely, at the expe of the railroad companies, and laws requiring expenditures for other purpo which will add but little, if any, to the income of the carriers.

Express rates have recently been largely reduced by order of the commiss and the reduced rates will become effective February 1 next. It is estima by the express companies that these rate reductions will reduce their reve many millions of dollars. Nearly one-half of the loss resulting from the reductions will fall on the railroad companies which transport the expr traffic. Although it is impossible to demonstrate in advance with certainty amount of loss of revenue these carriers will suffer from this cause, there every reason to believe the amount will be large, and it is an important fac which should be given due consideration by the commission in this case.

It is also believed that recent changes in the rules of the Post Office Depar ment regarding the parcel post will result in substantially decreasing the expr business and still further reduce the express revenues of these carriers.

Since the 11-year statements were completed there have become available records of 4 months' operation during the present fiscal year, which will June 30, 1914, and a consideration of the results of operation during that peri as compared with the results during the corresponding period of the previ fiscal year, which ended June 30, 1913, shows that while there has been decrease in the volume of business handled and in the gross operating reve therefrom, expenses and taxes have continued to increase at a rapid significant rate even over the corresponding 4 months' period of 1913.

Comparison of first four months of fiscal years ending June 30, 1914 and 191

	1914	1913	Increase.		Decrease.	
			Amount.	Per cent.	Amount.	Per ce
Property investment....	$457,394,026.00	....	....	....	....	....
Total operating revenue.	24,010,121.50	$23,875,085.59	$135,035.91	0.57	....	....
Total operating expenses	17,878,087.89	16,344,111.90	1,533,975.99	9.39	....	....
Net operating revenue............	6,132,033.61	7,530,973.69	....	....	$1,398,940.08	[illegible]
Tax accruals............	732,683.68	697,471.44	35,212.24	5.05	....	....
Operating income.	5,399,349.93	6,833,502.25	....	....	1,434,152.32	[illegible]
Net deductions: Joint facility rents, miscellaneous rents, and hire of equipment.........	651,128.07	690,335.34	....	....	39,207.27	[illegible]
Net operating income............	4,748,221.86	6,143,166.91	....	....	1,394,945.05	[illegible]

It is hoped that the ratio of net operating income to property investment the first four months of the present fiscal year will show improvement dur the remaining eight months of the year, but if continued it would result in ratio of 3.12 per cent as compared with 3.53 per cent for 1913 and 3.52 per for the 10-year average.

Walber Exhibit No. 1.

LINE OF WAGE MOVEMENT AFFECTING THE EASTERN RAILROADS SINCE AND INCLUDING THE YEAR 1910.

pared by John G. Walber, assistant to third vice president, Baltimore & Ohio Railroad.]

stimates for 29 of the 38 railroad systems parties to this rate proceeding v an increase in wages for 1913 over 1910 of $48,618,972.41, due to changes ates of pay and working conditions.

his figure was obtained as a result of a request to the railroads to take the ıal performance for the year ending June 30, 1913, and compare the rates ay and working conditions prevailing in that period with those in effect)ctober, 1909, a period prior to the date of any of the important increases equently made.

ı addition to the increases up to June 30, 1913, careful estimates show that increases in wages recently granted to the firemen, conductors, and trainı will add not less than $8,750,000 more to the expenses of the railroads ies to the respective arbitration proceedings, this estimate being based on volume of business for the calendar year 1912.

[r. **Bond.** The railroads parties to this last arbitration proceeding included, xcluded, rather, what railroads that are parties here?

[r. **Walber.** The Chesapeake & Ohio Railroad Co. and the Norfolk & Western lroad Co. As a general proposition this arbitration covered the railroads of the line of the Illinois Central Railroad on the west and north of the sapeake & Ohio Railroad. While all of the companies lying in that terry have not been directly parties to the arbitration proceeding in each of three cases, yet even where they were not parties they have had to make ustments practically in line with the awarded rates.

n 1910 wage movements were begun by the conductors and trainmen, who formed an association known as the Eastern Association of General Comtees of the Order of Railway Conductors and Brotherhood of Railroad inmen.

ate in December, 1909, the management of each of the eastern railroads presented with a proposition from these employees for the adoption of ised rates of pay and certain rules governing working conditions, with the uest that answers be given on January 20, 1910. At the same time the sidents of the two organizations communicated with the managements of railroads for the purpose of ascertaining whether they would prefer to cont the negotiations collectively for all the railroads or individually. The nagements decided to negotiate individually.

'hereupon the Baltimore & Ohio Railroad Co. was selected for opening the otiations, the reason for such selection being, as stated by the representas of the employees. that the bases of the Baltimore & Ohio Railroad scheds more nearly corresponded with the revised proposition than the schedules practically every other eastern railroad; also that it meant less of an inase for the Baltimore & Ohio Railroad to adopt the proposed rates than other railroad, with perhaps one exception. It early became apparent that authority to make settlement rested entirely with the representatives of organizations and that the employees of the individual companies were verless to make settlements as in the past.

'he management of the Baltimore & Ohio Railroad was unable to agree with representatives of the organization; thereupon they appealed to the indiual employees, who authorized them to declare a strike in the event satisfacy terms were not agreed upon.

fter such proceeding was concluded negotiations were resumed, and it being nd impossible to reach a settlement, the services of the Federal mediators, ler the Erdman Act, which was then in effect, were requested by the presiıt of the Baltimore & Ohio Railroad Co., the representatives of the employees lining to join in the request. At the request of the mediators the repretatives of the employees agreed to conduct negotiations through them; and er negotiations lasting a week or more, terms of settlement were reached n a basis which was practically a split between the then existing rates and se requested.

This settlement, it was carefully calculated at the time, increased the rates pay 5.44 per cent. Effective September 1, 1910, due to the New York Central itration award, as explained hereafter, it was necessary to increase by 20 cents per day the yard rates which had been agreed upon in the Baltim Ohio settlement.

It was also necessary to apply the basis of the Baltimore & Ohio settle to the Baltimore & Ohio Southwestern Railroad. The effect of the adjus in the yard rates and the adjustment of the Baltimore & Ohio Southwe Railroad schedules was to increase the percentage to 9.05 for the condu and trainmen of the Baltimore & Ohio system.

While the mediation proceedings were pending on the Baltimore & Ohio road, negotiations were opened by the two organizations on the Bos Maine Railroad and the New York, New Haven & Hartford Railroad, on roads settlements were reached on practically the same basis as had adopted on the Baltimore & Ohio Railroad.

Negotiations were also begun by the presidents of the two organizati the New York Central Railroad. The New York Central were unwilli adopt the rates agreed upon in the Baltimore & Ohio settlement. The repre atives of the organizations took the position that, having agreed to these on the Baltimore & Ohio through Federal mediation, they could not reas agree to any other rates on any other railroad, having declared themse both the Baltimore & Ohio officials and the Federal mediators that wh rates were agreed upon for the Baltimore & Ohio Railroad would be estab upon the eastern railroads so far as the means at their command would a plish this. However, after prolonged negotiations with the New York Ce Railroad they finallly agreed to an arbitration of their request as applyi that company.

The representatives of the employees in the recent arbitration proceed affecting conductors and trainmen, made a statement that approximate railroad companies had agreed to be bound by the New York Central aw and as soon as the award was announced such railroads adopted same.

Negotiations were also opened on all other railroads, with the result th practically July, 1910, the schedules of practically all the eastern lines for ductors and trainmen had been revised on the basis of the New York C award, with varying dates upon which they were to become effective, so the effective dates being extended into the year 1911.

It was estimated that the settlement on the New York Central Rai cost 17.4 per cent; on the Cleveland, Cincinnati, Chicago & St. Louis Rai 12.7 per cent; on the Lake Shore & Michigan Southern Railway, 11.92 per on the Michigan Central Railroad, 19.8 per cent; on the Boston & Maine road, 19.6 per cent; and the New York, New Haven & Hartford Railroa per cent.

Effective April 1, 1910, the Pennsylvania system granted to all their ployees, including conductors and trainmen, a flat increase of 6 per cent, the exception of yard men, who received an increase of 8.4 per cent, the centage for both road and yardmen equaling 7 per cent.

While the Baltimore & Ohio Railroad schedules have for years been on basis of mileage—that 100 miles or less, 10 hours or less, constituting a with some relatively unimportant exceptions—the Pennsylvania Railroad had two bases of pay for enginemen and trainmen, commonly known high-rate day, applying to runs of over 100 miles, with overtime after 12 and a low-rate day, applying to runs of less than 100 miles, with over after 11 hours.

These rates were not uniformly applied, but their application varied ing to the class of service—that is, whether through or local—and to the conditions on the several divisions. The adjustment of 6 per placed their runs on practically the same basis as the rates granted in the Baltimore & Ohio settlement and the New York Central award, but account of the overtime limits which they previously enjoyed the emp considered they would not fare so well compared with other neighboring as they had formerly; also, the yard rates awarded in the New York Ce arbitration were higher than the rates the Pennsylvania lines were including the 6 per cent increase.

The employees declined to accept this settlement, and on July 14 negoti were broken off, the men notifying the company that they would leave service within 48 hours. Several days later, it being apparent that there a lack of understanding, conferences were resumed and further adjust made, effective from June 1, 1910, through which additional increases am ing to 4.4 per cent in road service and 6.9 per cent in yard service granted. These coupled with the previous adjustments produced an inc

12.35 per cent for the conductors and trainmen on the Pennsylvania lines
t. The settlement made on the Pennsylvania lines west, at approximately
same time, resulted in an increase of 12.37 per cent.

Vhile there has been no definite relation between the rates of pay of en-
eers, firemen, conducotrs, and trainmen for a great many years, as one class
employees has been increased the other classes were correspondingly
reased.

he managements of the eastern lines received requests from their engineers
l firemen for adjustments of their rates of pay and working conditions,
ile the negotiations were pending with the conductors and trainmen, and
tlements were made by these companies with the representatives of their
ployees very largely in line with the increases granted the conductors and
inmen.

)n the Baltimore & Ohio Railroad, effective April 1, 1910, the engineers
eived increases amounting to 8.03 per cent; firemen, 9.04 per cent. Penn-
vania lines east, engineers, effective June 1, 12 per cent; firemen, effective
ril 1 and June 1, 9.6 per cent. New York Central & Hudson River Railroad,
gineers, effective May 1, 8.93 per cent; firemen, effective May 1, 9.8 per cent.
ke Shore & Michigan Southern, engineers, effective June 1, 8.6 per cent;
emen, effective May 1, 7 per cent. Michigan Central, engineers, effective
ptember 1, 16.4 per cent; firemen, effective May 1, 16.93 per cent. Cleve-
id, Cincinnati, Chicago & St. Louis, engineers, effective April 1, 11 per cent;
emen, effective June 1, 5.3 per cent.

At this time the railroads generally also increased other classes of employees
greater or less extent. For illustration:

On the Baltimore & Ohio Railroad all employees receiving less than $212
r month were increased 6 per cent, effective April 1, 1910; on the Pennsyl-
nia system all employees receiving less than $300 per month received an
rease of 6 per cent, effective April 1, 1910.

On the New York Central and Boston & Albany Railroads all employees
eiving less than $200 per month received an increase of 7 per cent, excepting
ployees whose wages had been increased January 1, 1910.

With the exceptions of increases granted to certain occupations and in some
ses certain classes or service, the rates established in 1910 continued until
e engineers' arbitration in the year 1912. In January of that year the
stern railroads were presented by the committees representing their engi-
ers, with a request for revision of their wage schedules. The railroads de-
led to handle the movement collectively; conferences were held and the re-
ests of the engineers were declined. They appealed this decision to the indi-
dual engineers who authorized their representatives to call a strike in the
ent of satisfactory settlement not being reached. After the so-called strike
te was tabulated conferences were resumed, but the railroads refused to
cede from their position.

Both parties refused to request mediation under the Federal law, but the
ederal mediators intervened of their own volition. Their intervention re-
ilted in arranging for arbitration by a special board, consisting of the Hon.
scar Straus (chairman), Dr. Charles R. Van Hise, Hon. Frederick Newton
idson, Mr. Otto N. Eiglitz, Mr. Albert Shaw, Mr. Daniel Willard, representing
e railroad companies, and Mr. P. H. Morrissey, representing the employees.

Hearings were held from July 15 to 27, inclusive, and the board rendered its
cision as of November 2, 1912, effective from May 1, 1912.

The railroads parties to this arbitration estimated that the wages of engi-
eers were increased approximately $1,600,000, or 4 per cent. The award
iving been rendered in November, 1912, none of the cost appears in the
penses for the fiscal year ending June 30, 1912, the increase for May and
ine being taken up in the expenses for the fiscal year ending June 30, 1913.
hese rates are still in effect for the engineers.

The application of this award to the Baltimore & Ohio cost $193,924.60, or
16 per cent.

The agreement to arbitrate the engineers' questions was executed in New
ork City on April 30, 1912. On April 29 the president of the Brotherhood of
ocomotive Firemen & Enginemen communicated with the chairman of the
onference committee of managers, inclosing a proposition for revision of
eir schedules and asking whether it would be agreeable to handle the nego-
ations collectively or individually. The railroad companies decided to handle
collectively.

Owing to the pending hearings in the engineers' arbitration proceedin negotiations with the firemen had to be deferred. Meetings were held in J and August, but they were only of a preliminary nature. Final conferen began on December 3, 1912, and with several intermissions continued un January 16, when, owing to the inability to agree, the firemen adjourned a presented the situation to the employees on each railroad and were authori to call a strike in the event of satisfactory settlement not being reached.

On February 11 conferences were resumed, but it still being impossible for t railroads and firemen to agree, both parties joined in requests to the Fede mediators to intervene.

This intervention resulted in arranging for arbitration under the terms of t Erdman Act, the arbitrators selected being the Hon. William L. Chambe chairman; Mr. W. W. Atterbury, representing the railroad companies; a Mr. Albert Phillips, representing the employees.

The arbitration proceedings began in New York City on March 10, termin ing on April 5. The decision was rendered April 23, effective from May 3, 19

Owing to numerous questions arising under this award it has not been appl in its entirety on all railroads, but the conference committee of managers ha made a careful estimate of the cost thereof, which is $2,757,000 per annum 9.4 per cent, based on operations for the calendar year of 1912.

The Baltimore & Ohio Railroad Co. has applied the award, and careful cal lations show the increased cost per annum to be $295,500, or 10.57 per cent.

While the negotiations with the firemen were in progress a communicati dated December 28, 1912, was addressed to the chairman of the conference co mittee of managers by the presidents of the Order of Railway Conductors a Brotherhood of Railroad Trainmen, advising that on January 6, 1913, cert wage propositions would be presented by the committees of the two organi tions to the representatives of the eastern railroads east of Chicago and nor of the Chesapeake & Ohio Railroad, and inquiring whether it would be agre able to the railroads to handle the negotiations collectively or individually. O various dates in the early part of January, 1913, each of the railroads invol received these requests from their respective committees. The railroad co panies decided to handle the negotiations collectively.

On account of the pending arbitration proceedings with the firemen it w impossible to hold conferences until April 22.

It developed that it was impossible to reach a settlement, and the represent tives of the conductors and trainmen returned to their respective railroads, pre senting the situation to the employees, and obtained authority to declare srike in the event of their inability to negotiate satisfactory settlement.

Conferences were resumed on July 8, continuing with several intermissio until July 16, when it was concluded that a settlement could not be reached. request, signed jointly by the chairman of the conference committee of manage and the presidents of the two organizations, was thereupon addressed to th President of the United States for the services of the Board of Mediation a Conciliation, as provided in the Newlands Act, which had recently been passe superseding the Erdman Act .

Through this intervention an agreement to arbitrate the differences was tered into on July 26. The board selected consisted of the Hon. Seth Lo chairman; Dr. John H. Finley, Messrs. W. W. Atterbury and A. H. Smith, re resenting the railroad company; and Messrs. L. E. Sheppard and D. L. Ce representing the employees.

The hearings began on September 11 and terminated October 10. The awa was rendered November 10, effective from October 1, 1913. Up to this time th award has not been applied, but the arbitrators state in their award that th cost is estimated at $6,000,000 per annum, or 7 per cent. While the manageme of the Baltimore & Ohio and the representatives of the employees have up to this time had conference for the purpose of revising the schedules conform to the award, careful estimates have been made of the cost there which indicates that the wages of conductors and trainmen on the railroad w be increased $578,112 per annum, or 7.55 per cent.

It will be seen from the foregoing that since and in addition to the wa increases granted in the calendar year 1910, a small portion of which w effective in the fiscal year ending June 30, 1910, the engineers, firemen, cond tors, and trainmen have been awarded increases through arbitration proce ings amounting to $10,350,000 per annum on the eastern railroads, and increa in rates of pay have been granted to various other classes of labor amount to large sums in the aggregate in addition to those granted in the year 1910.

WALBER EXHIBIT No. 2.

tatement of increases in wages due to changes in rates of pay, year ended June 30, 1913, compared with year ended June 30, 1910.

Railroad.	Increase in wages, 1913 over 1910.	Aggregate wages, 1913.	Gross earnings, 1913.	Miles of first main track operated.
nn Arbor	$17,025.42	$996,216.76	$2,282,991.00	291.90
altimore & Ohio, including Baltimore & Ohio Southwestern	4,069,014.82	49,017,611.92	104,824,176.00	4,479.87
essemer & Lake Erie	625,840.12	2,990,253.75	9,012,362.00	212.54
uffalo & Susquehanna	138,698.30	1,083,684.70	2,463,522.00	355.32
uffalo, Rochester & Pittsburgh	568,368.48	4,873,176.18	10,972,828.00	576.46
entral New England	172,701.95	1,269,727.11	3,708,971.00	273.43
hesapeake & Ohio	2,279,160.51	14,677,779.70	35,635,904.00	2,337.70
hicago, Indianapolis & Louisville	240,541.95	2,765,733.86	6,985,944.00	616.60
incinnati, Hamilton & Dayton	507,522.92	5,055,709.63	10,071,297.00	1,014.60
ayton & Union	7,795.50	52,179.96	143,736.00	47.00
elaware & Hudson	1,165,281.08	9,550,833.56	24,762,980.00	1,117.72
elaware, Lackawanna & Western	2,291,024.44	16,429,917.32	44,163,483.00	959.81
etroit, Toledo & Ironton	69,401.94	953,956.38	1,673,286.00	441.29
rie	1,610,531.00	24,751,614.01	67,326,282.00	2,561.94
ocking Valley	296,511.10	3,134,744.10	7,817,644.00	351.50
anawha & Michigan	389,385.62	1,300,033.44	3,303,918.00	176.60
aine Central	612,477.90	4,387,693.83	11,499,768.00	1,217.35
ew York Central lines[1]	9,386,820.64	117,562,508.92	273,909,497.00	10,760.13
ew York, New Haven & Hartford	2,461,604.29	28,151,432.51	70,215,979.00	1,995.45
orfolk & Western	937,307.48	19,092,319.04	43,923,647.00	2,034.78
ennsylvania, east and west	18,088,673.64	163,951,799.22	382,446,214.00	11,225.00
ere Marquette	546,756.17	8,595,829.32	18,007,716.00	2,330.17
utland	175,029.84	1,603,313.86	3,706,981.00	415.11
oledo, St. Louis & Western	145,064.92	1,821,341.90	4,335,166.00	450.58
abash Pittsburgh Terminal	39,866.62	586,953.35	814,318.00	63.40
est Side Belt	9,246.86	90,088.12	547,680.00	22.46
abash	997,607.53	14,278,877.05	31,932,455.00	2,514.60
estern Maryland	347,441.69	3,667,962.92	7,650,510.00	543.00
heeling & Lake Erie	422,269.68	3,841,778.36	7,863,676.00	517.13
Total of railroads furnishing information	48,618,972.41	506,535,062.78	1,192,002,931.00	49,903.44
otal of all railroads	....	....	1,425,437,757.00	58,716.45
ercentage of railroads furnishing information to total	....	....	83.62	84.99

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[1] Excluding Pittsburgh & Lake Erie, Lake Erie & Western, Toledo & Ohio Central, Central Illinois Southern.

Authorities: Increase in wages, 1913 over 1910, returns of the railways to the accounting committee; ggregate wages, 1913; gross earnings, 1913; miles of first main track operated, returns of the railways the Interstate Commerce Commission.

WALBER EXHIBIT No. 3.

[Pages 1–6.]

EXHIBIT A.

A.—*Amount of increase in fiscal years indicated over fiscal year 1909*
increased rates of pay and changes in working conditions—Based on
tion of rates in effect October, 1909, compared with those in effect
respective years.

Class of service.	Increase year ended June 30, 1910.	Increase year ended June 30, 1911.	Increase year ended June 30, 1912.	Increase year ended June 30, 1913.
Conductors:				
Passenger	$10,695.40	$34,115.40	$38,097.70	$62,104.15
Through freight	16,413.25	52,353.90	57,418.80	88,706.40
Local and pick-up	4,047.30	12,909.85	13,202.75	15,844.80
Mine runs	1,700.95	5,425.50	7,298.30	17,693.30
Work and wreck	4,286.50	13,672.80	13,709.40	15,055.65
Mixed	823.90	2,628.00	2,991.45	5,141.65
Total	37,967.30	121,105.45	132,718.40	204,545.95
Trainmen:				
Passenger—baggagemen	11,313.30	37,428.35	37,359.30	53,654.70
Through freight—flagmen	9,349.40	30,930.90	32,294.25	53,679.40
Local and pick-up—flagmen	3,292.85	10,893.90	10,313.00	11,929.65
Mine runs—flagmen	1,575.85	5,213.50	6,539.35	16,254.50
Work and wreck—flagmen	3,339.90	11,049.55	10,421.40	11,844.20
Mixed—flagmen	493.95	1,634.10	1,853.40	3,804.15
Helpers—pushers; flagmen	35.30	116.70	109.15	118.80
Passenger—brakemen	12,042.45	39,840.60	44,926.95	91,038.70
Through freight—brakemen	15,335.35	50,734.50	64,953.95	166,836.70
Local and pick-up—brakemen	4,386.55	14,512.25	13,700.10	15,640.10
Mine runs—brakemen	3,328.15	11,010.65	13,175.20	30,149.45
Work and wreck—brakemen	2,940.05	9,726.70	9,180.55	10,470.50
Mixed—brakemen	1,940.45	6,419.60	6,377.05	9,000.80
Switching—conductors	14,465.10	75,437.50	79,263.10	92,836.53
Switching—brakemen	33,763.60	187,423.05	199,335.95	235,691.90
Total	117,602.25	492,371.85	529,802.70	802,950.06
Engineers:				
Passenger	11,695.85	47,447.65	47,457.70	90,181.35
Through freight	26,280.25	106,613.65	153,372.90	198,114.10
Local and pick-up	7,016.10	28,462.95	31,634.15	61,109.70
Mine runs	3,412.45	13,843.70	18,557.85	44,102.80
Work and wreck	5,359.40	21,742.05	23,130.65	40,317.50
Mixed	757.55	3,073.15	3,612.20	14,075.50
Helpers—pushers	4,481.50	18,180.60	27,210.55	71,635.05
Switching	11,794.95	47,849.75	65,328.30	90,362.45
Electric—passenger	....	....	....	118.45
Electric—freight	....	....	....	236.90
Total	70,798.05	287,213.50	370,304.30	610,253.80
Firemen:				
Passenger	9,406.55	38,490.00	39,177.49	51,737.36
Through freight	19,028.80	77,862.50	96,666.21	122,750.12
Local and pick-up	4,862.60	19,896.85	21,183.15	27,531.90
Mine runs	2,514.65	10,289.40	11,569.90	17,353.75
Work and wreck	3,200.90	13,097.45	13,469.15	18,950.60
Mixed	612,70	2,507.15	2,632.55	4,300.90
Helpers—pushers	3,078.35	12,596.00	15,717.15	23,202.80
Switching	6,313.50	25,833.80	40,307.45	48,375.40
Total	49,018.05	200,573.15	240,723.05	314,202.83
Total conductors and trainmen	155,569.55	613,477.30	662,521.10	1,007,496.03
Total engineres and firemen	119,816.10	487,786.65	611,027.35	924,456.63
Operators	24,301.35	81,942.00	133,097.65	158,132.45
Maintenance of equipment employees	173,174.21	615,127.84	789,544.08	1,262,206.77
Maintenance of way employees	103,787.00	379,237.00	460,892.00	733,767.00
Miscellaneous (all other employees)	113,031.99	581,221.61	591,134.14	672,636.14
Grand total	689,680.20	2,758,792.40	3,248,216.32	4,758,695.02

Grand total increase, years 1910, 1911, 1912, and 1913, $11,455,383.92.

R. R.).

[D denotes decrease.]

YEAR ENDED JUNE 30, 1911, COMPARED WITH YEAR ENDED JUNE 30, 1909.

Class of service.	Subdivision.												
	Change in rates.		Change in working conditions, rules, laws,[1] etc.										
	Straight time.	Overtime.	Held at other than home terminal.	Final terminal delay.	Hours of service law.	Reduction in hours.	Full-crew laws.	Dead-head rule.	Prepara-tory time.	Elimina-tion one-half day clause.	Over-time, minute basis.	Total increase.	Per cent of increase.
Conductors:													
Passenger	$32,614.35	$375.25				$272.95			$579.95	$272.90		$34,115.40	
Through freight	38,689.55	3,821.85			3,298.30	D 209.40			5,025.95	1.727.65		52,353.90	
Local and pick-up	3,446.95	1,394.25			800.40	4,634.65			2,633.60			12,909.85	
Mine runs	4,557.40	439.45				233.30			195.35			5,425.50	
Work and wreck	9,516.25	1,996.25				615.30			888.75	656.25		13,672.80	
Mixed	2,091.90	388.90				26.30			120.90			2,628.00	
Total	90,916.40	8,415.95			4,098.70	5,573.10			9,444.50	2,656.80		121,105.45	6.738
Trainmen:													
Passenger — baggagemen	36,567.50	112.30				262.00			299.40	187.15		37,428.35	
Through freight—flagmen	21,527.90	2,443.55			2.041.45	494.90			2,350.75	2,072.35		30,930.90	
Local and pick-up—flagmen	4.357.55	697.20			631.85	3,289.95			1,917.35			10,893.90	
Mine runs—flagmen	4.692.15	417.10							104.25			5,213.50	
Work and wreck—flagmen	8,298.20	2,011.00							375.70	364.65		11,049.55	
Mixed—flagmen	1,496.85	137.25										1,634.10	
Helpers—pushers; flagmen	94.15	22.55										116.70	
Passenger—brakemen	38,976.05	23.90				187.25			526.70	326.70		39.840.60	
Through freight—brakemen	37,645.00	3,754.35			3,145.55	D 862.50			5,073.45	1,978.65		50,734.50	

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[1] The changes in rules shown are those which have been generally adopted within past two years; others may have been adopted on individual roads, and they should be included accordingly.

Details of increase due to increased rates of pay and changes in working conditions (Baltimore & Ohio R. R., including Baltimore & Ohio Southwestern R. R.)—Continued.

YEAR ENDED JUNE 30, 1911, COMPARED WITH YEAR ENDED JUNE 30, 1909—Continued.

Class of service.	Subdivision.												
	Change in rates.		Change in working conditions, rules,[1] laws, etc.										
	Straight time.	Overtime.	Held at other than home terminal.	Final terminal delay.	Hours of service law.	Reduction in hours.	Full-crew laws.	Dead-head rule.	Prepara-tory time.	Elimina-tion one-half day clause.	Over-time, minute basis.	Total increase.	Per cent of increase.
Trainmen—Continued.													
Local and pick-up—brakemen	$2,292.95	$1,277.05			$624.05	$6,486.95			$3,236.25	$595.00		$14,512.25	
Mine runs—brakemen	9,546.25	847.80				341.35			275.25			11,010.65	
Work and wreck—brakemen	6,322.35	1,089.40				885.15			953.20	476.60		9,726.70	
Mixed—brakemen	5,880.35	410.85				44.95			83.45			6,419.60	
Switching—conductors	68,695.95	4,923.05				1,818.50						75,437.50	
Switching—brakemen	170,630.70	10,760.45				6,031.90						187,423.05	
Total	417,023.90	28,927.80			6,442.90	18,980.40			14,995.75	6,001.10		492,371.85	10.082
Engineers:													
Passenger	29,037.95	830.35				71.15			16,796.45	711.75		47,447.65	
Through freight	53,733.30	9,701.85			6,077.00	1,279.35			31,664.25	4,157.90		106,613.65	
Local and pick-up	9,762.80	2,618.60			1,081.60	4,696.35			10,303.60			28,462.95	
Mine runs	9,344.50	1,176.70				1,287.45			2,035.05			13,843.70	
Work and wreck	14,088.85	3,000.40				826.20			3,500.45	326.15		21,742.05	
Mixed	2,806.50	225.95				D 723.10			763.80			3,073.15	
Helpers—pushers	16,235.25	1,418.10				527.25						18,180.60	
Switching	41,677.15	3,684.40				2,488.20						47,849.75	
Total	176,686.30	22,656.35			7,158.60	10,452.85			65,063.60	5,195.80		287,213.50	8.028
Firemen:													
Passenger	27,020.00	269.45				1,116.20			9,391.55	692.80		38,490.00	
Through freight	43,291.55	8,175.55			5,995.40	323.60			17,674.80	2,401.60		77,862.50	
Local and pick-up	10,047.90	2,288.15			650.00	2,009.25			4,834.05			19,896.85	
Mine runs	[illegible]	[illegible]				[illegible]			[illegible]			[illegible]	

Mixed	2,274.50	312.50				D 482.65			402.80			2,507.15	
Helpers—pushers	11,487.55	743.15				365.30						12,596.00	
Switching	21,493.70	2,738.40				1,601.70						25,833.80	
Total	131,492.00	17,512.35			6,652.00	6,456.25			35,066.55	3,394.00		200,573.15	9.041
Total conductors and trainmen	507,940.30	37,343.75			10,541.60	24,553.50			24,440.25	8,657.90		613,477.30	9.183
Total engineers and firemen	308,178.30	40,168.70			13,810.60	16,909.10			100,130.15	8,589.80		487,786.65	8.414
Operators	81,942.00											81,942.00	5.820
Miscellaneous (all other employees)	335,219.45											335,219.45	6.213
Grand total	1,233,280.05	77,512.45			24,352.20	41,462.60			124,570.40	17,247.70		1,518,425.40	7.875

YEAR ENDED JUNE 30, 1910, COMPARED WITH YEAR ENDED JUNE 30, 1909.

Conductors:													
Passenger	$10,224.80	$117.65				$85.55			$181.80	$85.60		$10,695.40	
Through freight	12,129.40	1,198.15			1,034.05	D 65.65			1,575.65	541.65		16,413.25	
Local and pick-up	1,080.65	437.10			250.95	1,452.95			825.65			4,047.30	
Mine runs	1,428.80	137.80				73.15			61.20			1,700.95	
Work and wreck	2,983.40	625.85				192.90			278.60	205.75		4,286.50	
Mixed	655.80	121.95				8.25			37.90			823.90	
Total	28,502.85	2,638.50			1,285.00	1,747.15			2,960.80	833.00		37,967.30	6.738
Trainmen:													
Passenger—Baggagemen	11,053.10	33.95				79.20			90.50	56.55		11,313.30	
Through freight—flagmen	6,507.20	738.60			617.05	149.60			710.50	626.45		9,349.40	
Local and pick-up—flagmen	1,317.15	210.75			190.95	994.45			579.55			3,292.85	
Mine runs—flagmen	1,418.25	126.05							31.55			1,575.85	
Work and wreck—flagmen	2,508.25	607.85							113.55	110.25		3,339.90	
Mixed—flagmen	452.45	41.50										493.95	
Helpers—pushers'; flagmen	28.50	6.80										35.30	
Passenger—brakemen	11,781.10	7.25				56.60			98.75	98.75		12,042.45	
Through—freight—brakemen	11,378.85	1,134.80			950.75	D 260.70			1,533.55	598.10		15,335.35	
Local and pick-up—brakemen	693.05	386.00			188.65	1,960.80			978.20	179.85		4,386.55	
Mine runs—brakemen	2,885.50	256.25				103.20			83.20			3,328.15	

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[1] The changes in rules shown are those which have been generally adopted within past two years; others may have been adopted on individual roads, and they should be included accordingly.

Details of increase due to increased rates of pay and changes in working conditions (Baltimore & Ohio R. R., including Baltimore & Ohio Southwestern R. R.)—Continued.

YEAR ENDED JUNE 30, 1910, COMPARED WITH YEAR ENDED JUNE 30, 1909—Continued.

[D denotes decrease.]

Class of service.	Subdivision.												
	Change in rates.		Change in working conditions, rules,[1] laws, etc.										
	Straight time.	Overtime.	Held at other than home terminal.	Final terminal delay.	Hours of service law.	Reduction in hours.	Full-crew laws.	Dead-head rule.	Preparatory time.	Elimination one-half day clause.	Overtime, minute basis.	Total increase.	Per cent of increase.
Trainmen—Continued.													
Work and wreck—brakemen	$1,911.05	$329.30				$267.55			$288.10	$144.05		$2,490.05	
Mixed—brakemen	1,777.45	124.20				13.60			25.20			1,940.45	
Switching—conductors	13,177.70	737.70				549.70						14,465.10	
Switching—brakemen	30,724.85	1,215.50				1,823.25						33,763.60	
Total	97,614.45	5,956.50			$1,947.40	5,737.25			4,532.65	1,814.00		117,602.25	7.506
Engineers:													
Passenger	7,157.85	204.65				17.55			4,140.35	175.45		11,695.85	
Through freight	13,245.25	2,391.50			1,498.00	315.35			7,805.25	1,024.90		26,280.25	
Local and pick-up	2,406.50	645.50			266.60	1,157.65			2,539.85			7,016.10	
Mine runs	2,303.40	290.05				317.35			501.65			3,412.45	
Work and wreck	3,472.90	739.60				203.65			862.85	80.40		5,359.40	
Mixed	691.85	55.70				D 178.25			188.25			757.55	
Helpers—pushers'	4,002.00	349.55				129.95						4,481.50	
Switching	10,273.40	908.20				613.35						11,794.95	
Total	43,553.15	5,584.75			1,764.60	2,576.60			16,038.20	1,280.75		70,798.05	8.028
Firemen:													
Passenger	6,603.40	65.85				272.80			2,295.20	169.30		9,406.55	
Through freight	10,580.00	1,998.05			1,465.20	57.10			4,319.55	608.90		19,028.80	
Local and pick-up	2,455.60	559.20			160.45	505.70			1,181.65			4,862.60	
Mine runs	1,815.60	228.80				216.25			259.00			2,514.65	
Work and wreck	2,004.60	605.75				123.25			416.10	51.20		3,200.90	
Mixed	562.10	70.30				D 118.10			98.40			612.70	

Total..............	32,135.60	4,279.80	....	....	1,625.65	1,577.70	....	....	8,569.90	829.40	....	49,018.05	9.041
Total conductors and trainmen..................	126,117.30	8,595.00	....	....	3,232.40	7,484.40	....	....	7,493.45	2,647.00	....	155,569.55	7.303
Total engineers and firemen	75,688.75	9,864.55	....	....	3,390.25	4,154.30	....	....	24,608.10	2,110.15	....	119,816.10	8.414
Operators..............	24,301.35	....	....	....	....	....	....	....	....	....	....	24,301.35	5.820
Miscellaneous (all other employees)............	66,870.25	....	....	....	....	....	....	....	....	....	....	65,870.25	5,915
Grand total.........	292,977.65	18,459.55	....	....	6,622.65	11,638.70	....	....	32,101.55	4,757.15	....	366,557.25	7.184

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[1] The changes in rules shown are those which have been generally adopted within past two years; others may have been adopted on individual roads, and they should be included accordingly.

Details of increase due to increased rates of pay and changes in working conditions (Baltimore & Ohio R. R., including Baltimore & Ohio Southwestern R. R.)—Continued.

YEAR ENDED JUNE 30, 1912, COMPARED WITH YEAR ENDED JUNE 30, 1909.

[D denotes decrease.]

Class of service.	Subdivision.												
	Change in rates.		Change in working conditions, rules,[1] laws, etc.										
	Straight time.	Overtime.	Held at other than home terminal.	Switching time minute basis.	Hours of service law.	Reduction in hours.	Full-crew laws.	Dead-head rule.	Preparatory time.	Elimination one-half day clause.	Overtime minute basis.	Total increase.	Per cent of increase.
Conductors:													
Passenger	$34,283.60	$381.25	$12.60	....	....	$2,069.80	....	$403.20	$576.25	$271.20	$79.80	$38,097.70	....
Through freight	39,844.80	4,031.15	3,166.85	$378.75	$3,277.25	D 941.40	....	1,547.15	4,993.90	1,716.65	D 596.30	57,418.80	....
Local and pick-up	3,912.65	1,478.80	1.65	....	795.35	4,595.90	....	18.20	2,616.80	....	D 216.60	13,202.75	....
Mine runs	6,121.10	768.80	....	....	....	231.80	....	....	194.10	....	D 17.50	7,298.30	....
Work and wreck	9,623.95	1,995.60	....	....	....	618.65	....	....	883.05	652.10	D 63.95	13,709.40	....
Mixed	2,418.10	427.60	....	....	....	26.10	....	....	120.10	....	D .45	2,991.45	....
Total	96,204.20	9,063.20	3,181.10	378.75	4,072.60	6,620.85	....	1,968.55	9,384.20	2,639.95	D 815.00	132,718.40	7.432
Trainmen:													
Passenger—baggagemen	35,295.90	133.40	5.70	....	....	1,302.40	....	142.40	279.95	174.95	24.60	37,359.30	....
Through freight—flagmen	21,334.50	2,402.25	1,789.93	204.55	1,908.64	D 53.85	....	925.70	2,197.83	1,937.55	D 352.85	32,294.25	....
Local and pick-up—flagmen	4,281.25	703.85	1.45	....	590.75	3,077.50	....	29.85	1,792.60	....	D 164.25	10,313.00	....
Mineruns—flagmen	5,808.70	644.95	....	....	....	....	....	....	97.50	....	D 11.80	6,539.35	....
Work and wreck—flagmen	7,874.00	1,900.95	....	....	....	5.00	....	....	351.25	340.90	D 50.70	10,421.40	....
Mixed—flagmen	1,651.85	202.85	....	....	....	....	....	....	....	....	D 1.30	1,853.40	....
Helpers — pushers; flagmen	88.10	21.05	....	....	....	....	....	....	....	....	....	109.15	....
Passenger — brakemen	37,776.05	83.75	7.70	....	....	1,188.55	$4,821.80	391.55	305.45	306.45	46.05	44,926.95	....
Through freight—brakemen	36,528.75	3,627.75	2,116.45	215.55	2,940.90	D 1,316.85	13,841.55	1,234.60	4,743.40	1,849.95	D 529.10	64,953.95	....
Local and pick-up	[illegible]	[illegible]	[illegible]	....	883.45	[illegible]		18.05	3,025.70	550.25	D 374.00	13,700.10	

Mixed—brakemen	5,789.80	470.25				42.00			78.05		D 3.05	6,377.05	
Switching—conductors	72,278.65	5,360.80				1,700.25					D 76.60	79,263.10	
Switching — brakemen	181,916.70	12,070.40				5,639.50					D 290.65	199,335.95	
Total	430,606.10	31,165.35	3,923.03	420.10	6,023.74	18,785.40	18,363.35	2,742.15	14,020.28	5,610.65	D 1,857.45	529,802.70	10.932
Engineers:													
Passenger	29,281.25	811.05				69.50			16,600.75	695.15		47,457.70	
Through freight	94,188.55	16,911.20			5,935.75	1,249.60			31,026.55	4,061.25		153,372.90	
Local and pick-up	12,563.90	3,362.65			1,056.40	4,587.20			10,064.00			31,634.15	
Mine runs	18,241.65	2,070.95				1,257.55			1,987.70			18,557.85	
Work and wreck	15,202.70	3,383.30				807.00			3,419.10	318.55		23,130.65	
Mixed	3,248.00	257.95				D 706.30			812.55			3,612.20	
Helpers—pushers	24,743.30	1,952.25				515.00						27,210.55	
Switching	57,979.25	4,918.70				2,430.35						65,328.30	
Total	250,448.60	33,668.05			6,992.15	10,209.90			63,910.65	5,074.95		370,304.30	10.597
Firemen:													
Passenger	27,803.70	272.31				1,199.40			9,221.78	680.30		39,177.49	
Through freight	59,322.71	11,401.00			5,887.10	229.35			17,379.55	2,446.50		96,666.21	
Local and pick-up	11,226.50	2,532.55			644.70	2,031.85			4,747.55			21,183.15	
Mine runs	8,442.90	1,217.45				868.90			1,040.65			11,569.90	
Work and wreck	8,757.70	2,177.85				655.90			1,671.95	205.75		13,469.15	
Mixed	2,353.85	317.80				D 474.00			434.90			2,632.55	
Helpers—pushers	14,311.30	1,047.15				358.70						15,717.15	
Switching	34,817.70	3,917.00				1,572.75						40,307.45	
Total	167,036.36	22,883.11			6,531.80	6,442.85			34,496.38	3,332.55		240,723.05	11.051
Total conductors and trainmen	526,810.30	40,248.55	7,104.13	798.85	10,096.34	25,406.25	18,363.35	4,710.70	23,404.48	8,250.60	D 2,672.45	662,521.10	9.99
Total engineers and firemen	417,484.96	56,551.16			13,523.95	16,652.75			98,407.03	8,407.50		611,027.35	10.771
Operators	133,097.65											133,097.65	9.668
Miscellaneous (all other employees)	356,755.79											356,755.79	6.944
Grand total	1,434,148.70	96,799.71	7,104.13	798.85	23,620.29	42,059.00	18,363.35	4,710.70	121,811.51	16,658.10	D 2,672.45	1,763,401.89	9.371

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Details of increase due to increased rates of pay and changes in working conditions (Baltimore & Ohio R. R., including Baltimore & Ohio Southwestern R. R.)—Continued.

YEAR ENDED JUNE 30, 1913, COMPARED WITH YEAR ENDED JUNE 30, 1910.

[D denotes decrease.]

Class of service.	Subdivision.												
	Change in rates.		Change in working conditions, rules,[1] laws, etc.										
	Straight time.	Overtime.	Held at other than home terminal.	Switching time minute basis.	Hours of service law.	Reduction in hours.	Full-crew laws.	Deadhead rule.	Preparatory time.	Elimination one-half day clause.	Overtime minute-basis.	Total increase.	Per cent of increase.
Conductors:													
Passenger	$35,664.75	$327.15				$11,668.35		$2,542.75	$423.65	$278.85	$503.25	$51,408.75	
Through freight	37,105.30	4,265.65	$19,971.60	$2,388.45	$2,409.40	D 4,777.40		9,757.15	3,671.50	1,262.05	D 3,760.55	72,293.15	
Local and pick-up	5,593.70	1,607.65	10.45		584.70	3,328.30		114.70	1,923.85		D 1,365.85	11,797.50	
Mine runs	13,373.80	2,415.65				170.40			142.75		D 110.25	15,992.35	
Work and wreck	8,013.80	1,534.45				495.45			649.20	479.50	D 403.25	10,769.15	
Mixed	3,669.05	543.60				19.20			88.30		D 2.40	4,317.75	
Total	103,420.40	10,694.15	19,982.05	2,388.45	2,994.10	10,904.30		12,414.60	6,899.25	2,020.40	D 5,139.05	166,578.65	8.701
Trainmen:													
Passenger—baggagemen	33,450.65	267.00	37.35			7,140.05		936.35	214.30	133.95	161.75	42,341.40	
Through freight—flagmen	23,343.10	2,522.25	11,768.85	1,345.00	1,461.05	D 3,041.95		6,086.20	1,682.50	1,483.15	D 2,320.15	44,330.00	
Local and pick-up—flagmen	4,480.70	841.00	9.60		452.25	2,364.80		196.20	1,372.25		D 1,080.00	8,636.80	
Mine runs—flagmen	12,706.75	1,975.05							74.55		D 77.70	14,678.65	
Work and wreck—flagmen	6,699.40	1,575.70				32.85			268.85	200.95	D 333.45	8,504.30	
Mixed—flagmen	2,730.75	588.10									D 8.65	3,310.20	
Helpers—pushers; flagmen	67.35	16.15										83.50	
Passenger—brakemen	36,679.25	420.90	50.55			D 6,797.65	31,702.80	2,574.60	233.80	233.80	302.90	78,996.25	
Through freight—brakemen	35,704.20	3,400.10	13,915.65	1,417.35	2,251.30	D 3,967.35	80,034.40	8,117.45	3,031.05	1,410.10	D 3,478.90	151,501.35	
Local and pick-up brakemen	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

Mixed—brakemen	6,128.10	860.40				32.15			59.75		D 20.05	7,060.35	
Switching—conductors	72,039.38	5,534.35				1,301.50					D 503.80	78,371.43	
Switching — brakemen	186,677.93	12,844.35				4,316.97					D 1,910.95	201,928.30	
Total	453,437.46	36,741.90	25,793.85	2,762.35	4,611.20	20,419.92	120,737.20	18,029.60	10,732.50	4,294.60	12,213.05	685,347.83	12.705
Engineers:													
Passenger	60,096.75	3,474.50				D 52.55			14,367.40	599.60		78,485.50	
Through freight	133,040.65	17,883.45	355.35		5,238.00	D 14,972.05			26,785.50	3,502.95		171,833.85	
Local and pickup	32,523.95	8,994.20			911.20	2,983.95			8,680.30			54,093.60	
Mine runs	34,909.70	3,944.55				121.75			1,714.35			40,690.35	
Work and wreck	24,925.65	6,112.65				696.05			2,949.00	274.75		34,958.10	
Mixed	11,902.40	1,276.90				D 579.00			717.65			13,317.95	
Helpers—pushers	26,019.85	1,843.45				39,290.25						67,153.55	
Switching	70,037.55	5,574.80				2,096.15			859.00			78,567.50	
Electric—passenger	118.45											118.45	
Electric—freight	236.90											236.90	
Total	393,811.85	49,104.30	355.35		6,149.20	29,584.55			56,073.20	4,377.30		539,455.75	13.600
Firemen:													
Passenger	31,730.86	769.35				1,035.50			8,190.80	604.30		42,330.81	
Through freight	69,404.60	12,303.25	334.30		5,260.70	D 1,340.55			15,585.92	2,173.10		103,721.32	
Local and pick-up	12,950.65	2,952.25			575.40	1,910.20			4,280.80			22,669.30	
Mine runs	11,322.60	1,820.45				771.75			924.30			14,839.10	
Work and wreck	10,753.00	2,721.70				582.55			1,509.70	182.75		15,749.70	
Mixed	3,289.70	417.60				D 415.20			396.10			3,688.20	
Helpers—pushers	14,721.80	1,155.20				4,247.45						20,124.45	
Switching	38,614.30	3,959.65				1,396.95			91.00			42,061.90	
Total	190,787.51	26,099.45	334.30		5,836.10	8,188.65			30,978.62	2,960.15		265,184.78	10.498
Total conductors and trainmen	556,857.86	47,436.05	45,775.90	5,150.80	7,605.30	31,324.22	120,737.20	30,444.20	17,631.75	6,315.30	D 17,352.10	851,926.48	11.656
Total engineers and firemen	584,599.36	75,203.75	689.65		11,985.30	37,773.20			87,051.82	7,337.45		804,640.53	12.393
Operators	133,831.10											133,831.10	9.805
Miscellaneous (all other employees)	338,083.55											338,083.55	6.074
Grand total	1,613,371.87	122,639.80	46,465.55	5,150.80	19,590.60	69,097.42	120,737.20	30,444.20	104,683.57	13,652.75	D 17,352.10	2,128,481.66	10.266

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[1] The changes in rules shown are those which have been generally adopted within past two years; others may have been adopted on individual roads, and they should be included accordingly.

Details of increase due to increased rates of pay and changes in working conditions (Baltimore & Ohio R. R., including Baltimore & Ohio Southwestern R. R.)—Continued.

YEAR ENDED JUNE 30, 1913, COMPARED WITH YEAR ENDED JUNE 30, 1909.

[D denotes decrease.]

Class of service.	Subdivision.												
	Change in rates.		Change in working conditions, rules,[1] laws, etc.										
	Straight time.	Overtime.	Held at other than home terminal.	Switching time min te basis.	Hours of service law.	Reduction in hours.	Full-crew laws.	Dead-head rule.	Prepara tory time.	Elimination one-half day clause.	Overtime minute basis.	Total increase.	Per cent of increase.
Conductors:													
Passenger	$45,889.55	$444.80	....	....	....	$11,753.90	....	$2,542.75	$605.45	$364.45	$503.15	$62,104.15	....
Through freight	49,234.70	5,463.80	$19,971.60	$2,388.45	$3,440.45	D 4,840.05	....	9,757.15	5,047.15	1,803.70	D 3,760.55	88,706.40	....
Local and pick-up	6,674.05	2,044.75	10.45	....	805.65	4,781.25	....	114.70	2,749.50	....	D 1,365.85	15,844.80	....
Mine runs	14,802.60	2,550.45	....	....	....	240.55	....	....	203.95	....	D 110.25	17,693.30	....
Work and wreck	10,997.20	2,160.30	....	....	....	688.05	....	....	927.80	685.25	D 403.25	15,055.65	....
Mixed	4,324.85	665.55	....	....	....	27.45	....	....	126.20	....	D 2.40	5,141.65	....
Total	131,923.25	13,332.65	19,982.05	2,388.45	4,279.10	12,651.45	....	12,414.60	9,860.05	2,853.40	D 5,139.05	204,545.95	10.901
Trainmen:													
Passenger—Baggagemen	44,503.75	300.95	37.35	....	....	7,219.25	....	936.35	394.80	190.50	D 161.75	53,654.70	....
Through freight—flagmen	29,850.30	3,260.85	11,768.85	1,345.00	2,078.10	D 2,892.35	....	6,086.20	2,393.00	2,109.60	D 2,320.15	53,679.40	....
Local and pick-up—flagmen	5,797.85	1,051.75	9.60	....	643.20	3,359.25	....	196.20	1,951.80	....	D 1,080.00	11,929.65	....
Mine runs—flagmen	14,125.00	2,101.10	....	....	....	....	....	....	106.10	....	D 77.70	16,254.50	....
Work and wreck—flagmen	9,207.65	2,183.55	....	....	....	32.85	....	....	382.40	371.20	D 333.45	11,844.20	....
Mixed—flagmen	3,183.20	629.60	....	....	....	....	....	....	....	....	D 8.65	3,804.15	....
Helpers—pushers—flagmen	95.85	22.95	....	....	....	....	....	....	....	....	....	118.80	....
Passenger—brakemen	48,460.35	428.15	50.55	....	....	6,854.26	31,702.80	2,574.60	332.55	332.55	D 802.90	91,088.70	....
Through freight—brakemen	47,093.06	4,594.90	15,016.65	1,417.55	3,202.06	D 4,228.06	80,024.40	8,117.45	5,164.60	2,014.20	D 3,478.90	160,836.70	
Local and pick-up—	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

Switching—conductors	85,217.08	6,272.05				1,851.20					D 503.80	92,836.53	
Switching—brakemen	217,402.78	14,059.85				6,140.22					D 1,910.95	235,691.90	
Total	551,651.91	42,698.40	25,793.85	2,762.35	6,558.60	26,157.17	120,737.20	18,029.60	15,265.15	6,108.90	12,213.05	802,950.08	15.217
Engineers:													
Passenger	67,254.60	3,678.95				D 35.00			18,507.75	775.05		90,181.35	
Through freight	146,285.90	20,274.95	355.35		6,736.00	D 14,656.70			34,590.75	4,527.85		198,114.10	
Local and pick-up	34,930.45	9,639.70			1,177.80	4,141.60			11,220.15			61,109.70	
Mine runs	37,213.10	4,234.60				439.10			2,216.00			44,102.80	
Work and wreck	28,398.55	6,852.25				899.70			3,811.85	355.15		40,317.50	
Mixed	12,594.25	1,332.60				D 757.25			905.90			14,075.50	
Helpers—pushers	30,021.85	2,193.00				39,420.20						71,635.05	
Switching	80,310.95	6,483.00				2,709.50			859.00			90,362.45	
Electric—passenger	118.45											118.45	
Electric—freight	236.90											236.90	
Total	437,365.00	54,689.05	355.35		7,913.80	32,161.15			72,111.40	5,658.05		610,253.80	15.665
Firemen:													
Passenger	38,334.26	835.20				1,308.30			10,486.00	773.60		51,737.36	
Through freight	79,984.60	14,301.30	334.30		6,725.90	D 1,283.45			19,905.47	2,782.00		122,750.12	
Local and pick-up	15,406.25	3,511.45			735.85	2,415.90			5,462.45			27,531.90	
Mine runs	13,138.20	2,044.25				988.00			1,183.30			17,353.75	
Work and wreck	12,817.60	3,227.45				745.80			1,925.80	233.95		18,950.60	
Mixed	3,845.80	493.90				D 533.30			494.50			4,300.90	
Helpers—pushers	17,529.25	1,336.80				4,336.75						23,202.80	
Switching	41,867.15	4,628.90				1,788.35			91.00			48,375.40	
Total	222,923.11	30,379.25	334.30		7,461.75	9,766.36			39,548.52	3,789.55		314,202.83	12.685
Total conductors and trainmen	682,975.16	56,031.05	45,775.90	5,150.80	10,837.70	38,808.62	120,737.20	30,444.20	25,125.20	8,962.30	D 17,352.10	1,007,496.03	14.085
Total engineers and firemen	660,288.11	85,068.30	689.65		15,375.55	41,927.50			111,659.92	9,447.60		924,456.63	14.507
Operators	158,132.45											158,132.45	11.797
Miscellaneous (all other employees)	404,953.80											404,953.80	7.364
Grand total	1,906,349.52	141,099.35	46,465.55	5,150.80	26,213.25	80,736.12	120,737.20	30,444.20	136,785.12	18,409.90	17,352.10	2,495,038.91	12.251

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[1] The changes in rules shown are those which have been generally adopted within past two years; others may have been adopted on individual roads, and they should be included accordingly.

Combined statement for railways in Group I (Detroit & Toledo Shore Line excluded).

[Pages 1-3.]

Lines included.—A list of the railways included in the accompanying statements will be found on the last page of this analysis.

Method of compilation.—Property investment includes all items representing property of the companies used for the benefit of the public, the income and expense attached to which is covered in their operating income accounts.

Adjustments have been made in the operating and income accounts for the purpose of proper comparison of the several years with one another. These adjustments are noted on the statements.

The principal comparisons are as between the fiscal year ended June 30, 1913, the average of the 10-year period to June 30, 1912, the year 1903, and the year 1910.

The following facts are significant:

[D denotes decrease or deficit.]

	10-year average.	1903	1910	1913	Increase of year 1913 over—		
					10-year average.	1903	1910
1. Return on property investment: The return of operating income on total property investment shows a decline as follows:[1]							
Property investment	$2,027,473,628	$1,681,066,959	$2,225,548,383	$2,451,051,603	20.89	45.80	10.13
Net operating income	96,979,096	82,303,382	122,012,545	106,520,781	9.84	29.42	D 12.70
Per cent on property investment	4.78	4.90	5.48	4.35	D 9.00	D 11.22	D 20.62
Return on capital obligations—There is a decline in the percentage of net corporate income to capital stock, with a corresponding decline in the margin of safety, after payment of interest and dividends, as follows:							
2. Return of net corporate income on capital stock:							
Total capital stock	$929,062,667	$810,136,691	$990,975,171	$1,002,213,014	7.87	23.71	1.13
Net corporate income	52,544,858	45,764,540	79,122,123	55,914,709	6.41	22.18	D 29.33
Per cent on capital stock	5.66	5.65	7.98	5.58	D 1.41	D 1 24	D 30.16
3. Dividends and interest							
Dividends	$32,818,903	$23,036,620	$45,802,061	$38,584,425	17.57	67.49	D 15.76
Per cent on total capital stock	3.53	2.84	4.62	3.85	9.07	35.56	D 16.67
Interest and dividends	83,463,989	59,821,205	101,155,425	98,675,198	18.22	64.95	D 2.45
Per cent on total capital obligations	3.61	3.35	4.00	3.65	1.11	8.96	D 8.75
4. Margin, after payment of charges and dividends:							
Amount of margin	$19,725,955	$22,727,920	$33,320,042	$17,330,284	D 12.14	D 23.75	47.99
Per cent of total capital obligations	0.85	1.27	1.32	0.64	D 24.71	D 49.61	D 51.52
Per cent of total operating revenues	4.85	6.94	7.12	3.21	D 33.81	D 53.75	D 54.92
5. Ratio of stock and bonds to total capital obligations:							D
Stock	$929,062,667	$810,136,691	$990,975,171	$1,002,213,014	7.87	23.71	1.13
Per cent of total obligations	40.15	45.33	39.16	37.08	D 7.65	D 18.20	D 5.31
Bonds	1,385,110,284	977,100,378	1,539,590,674	1,700,200,656	22.75	74.01	10.44
Per cent of total obligations	59.85	54.67	60.84	62.92	5.13	15.09	3.42
6. Operating revenues:	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Tax accruals	14,871,755	11,174,214	16,732,420	20,563,582	38.27	84.03	22.90
Operating income	103,701,814	88,993,355	129,122,662	115,587,259	11.46	29.88	D 10.48
Less hire of equipment and rents	Dr. 6,722,718	Dr. 6,689,973	Dr. 7,110,117	Dr. 9,066,478	34.86	35.52	27.52
Net operating income	96,979,096	82,303,382	122,012,545	106,520,781	9.84	29.42	D 12.70
Property investment	2,027,473,628	1,681,066,959	2,225,548,383	2,451,051,603	20.89	45.80	10.13
Net operating income, per cent on property investment	4.78	4.90	5.48	4.35	D 9.00	D 11.22	D 20.62
Maintenance of way and structures and maintenance of equipment	121,112,669	98,409,466	135,762,010	175,399,730	44.82	78.23	29.20
Other operating expenses	167,266,739	128,784,081	186,129,718	227,595,172	36.07	76.73	22.28
Ratio of total maintenance expenses to revenues, per cent	29.76	30.06	29.02	32.53	9.31	8.22	12.10
There has been a decline of $15,491,764, or 20.62 per cent, in net operating income, and a decline of $23,207,414, or 29.33 per cent, in net corporate income, between 1910 and 1913, notwithstanding an increase of $71,398,933, or 15.26 per cent, in operating revenues and an increase of $225,503,220, or 10.13 per cent, in property investment.							
7. Property investment per mile:							
Per mile owned—first main track	$71,669	$61,521	$78,005	$83,897	17.06	36.37	7.55
Per mile owned—all track	43.220	40,040	45,832	47,245	9.31	17.99	3.08
8. With increases in capital obligations and property investment, as indicated, there will be noted the following changes in facilities for transportation:							
Miles of first main track—owned	28,289.32	27,325.29	28,530.38	29,215.00	3.27	6.92	2.40
Miles of all track—owned	46,910.27	41,984.87	48,558.75	51,879.21	10.57	23.57	6.84
9. The measure of service has increased as follows:							
Tons carried 1 mile	49,565,739,730	39,321,364,121	58,540,056,409	68,160,122,269	37.51	73.34	16.43
Passengers carried 1 mile	4,440,014,044	3,531,743,289	4,986,994,745	5,352,243,630	20.55	51.55	7.32
Total passenger and freight units 1 mile	54,005,753,774	42,853,107,410	63,527,051,154	73,512,365,899	36.12	71.55	15.72
10. The returns received from the freight and passenger business compare as follows:							
Total freight revenue	$288,588,924	$235,592,635	$333,524,842	$383,772,459	32.98	62.90	15.07
Average revenue per ton per mile—cents	.582	.599	.570	.563	D 3.26	D 6.01	D 1.23
Total passenger revenue	83,271,014	69,402,810	90,565,583	101,861,843	22.33	46.77	12.47
Average revenue per passenger per mile—cents	3.875	1.965	1.816	1.903	1.49	D 3.16	4.79
Total operating revenues	406,952,977	327,361,116	467,746,810	539,145,743	32.48	64.69	15.26
11. The increased ratios of operating costs are shown below:							
Ratio of expenses (exclusive taxes) to revenues	70.86	69.40	68.82	74.75	5.49	7.71	8.62
Ratio of expenses (inclusive taxes) to revenues	74.52	72.81	72.39	78.56	5.42	7.90	8.52
Total taxes	14,871,755	11,174,214	16,732,420	20,563,582	38.27	84.03	22.90
Taxes per cent of total operating revenues	3.65	3.41	3.58	3.81	4.38	11.73	6.42
Taxes per cent of net operating revenue	12.54	11.15	11.47	15.10	20.41	35.43	31.65

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[1] **Increase in property investment 1913 over 1903**	$769,984,644	Increase in property investment 1913 over 1910	$225,503,220
Increase in net operating income 1913 over 1903	24,217,399	Decrease in net operating income 1913 under 1910	15,491,764
Per cent return on increase	3.15	Per cent return on increase	D 6.87

The figures for the latter period, 1910-1913, indicate that the companies not only received no return on additional investment, but the decrease in net operating income was equal to 6.87 per cent on the additional investment made during the period.

Railways included in Group I.—Ann Arbor, R. R.; Bessemer & Lake Erie R. R.; Chesapeake & Ohio Ry. of Indiana; Chicago & Alton R. R.; Chicago & Eastern Illinois R. R.; Chicago & Erie R. R.; Chicago, Indiana & Southern R. R.; Chicago, Indianapolis & Louisville Ry.; Chicago, Peoria & St. Louis R. R.; Chicago, Terre Haute & Southeastern Ry.; Cincinnati, Hamilton & Dayton Ry.; Cincinnati Northern R. R.; Cleveland, Cincinnati, Chicago & St. Louis Ry.; Detroit & Mackinac Ry.; Detroit & Toledo Shore Line R. R.; Detroit, Grand Haven & Milwaukee Ry.; Detroit, Toledo & Ironton Ry.; Grand Rapids & Indiana Ry.; Grand Trunk Western Ry.; Hocking Valley Ry.; Illinois Central R. R.; Kanawha & Michigan Ry.; Lake Erie & Western R. R.; Lake Shore & Michigan Southern Ry.; Michigan Central R. R.; New York, Chicago & St. Louis R. R.; Pennsylvania Co.; Peoria & Eastern Ry.; Pere Marquette R. R.; Pittsburgh, Cincinnati, Chicago & St. Louis Ry.; Pittsburgh & Lake Erie R. R.; Toledo & Ohio Central Ry.; Toledo, Peoria & Western Ry.; Toledo, St. Louis & Western R. R.; Vandalia R. R.; Wabash R. R.; Wheeling & Lake Erie R. R.; Wabash Pittsburgh Terminal Ry.

Combined statement of Central Freight Association roads, Group I (Detroit & Toledo Shore Line, excluded).

PROPERTY INVESTMENT AND INCOME ACCOUNTS.

[D denotes decrease or deficit.]

[Page 4.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—MILEAGE:									
1. Owned—miles of first main track	27,325.29	27,659.04	28,002.81	28,168.49	28,203.08	28,496.12	28,505.69	28,530.88	28,829.26
2. Owned—miles of all main tracks	30,541.74	31,359.18	32,232.09	32,609.33	33,116.47	33,643.70	33,736.99	33,863.11	34,751.79
3. Owned—miles of all tracks	41,984.87	43,717.44	45,062.09	45,965.21	46,868.58	47,791.59	48,208.26	48,558.75	49,916.47
4. Operated—miles of first main track	29,012.13	29,483.68	30,064.88	30,390.90	30,426.39	30,865.86	30,779.49	30,956.15	31,274.71
5. Operated—miles of all main tracks	32,331.39	33,329.69	34,716.50	35,297.39	35,869.24	36,622.80	36,668.13	36,973.56	37,874.09
6. Operated—miles of all tracks	44,161.46	46,226.00	47,948.25	49,257.51	50,207.75	51,354.65	51,759.53	52,323.14	53,704.00
B—TOTAL CAPITAL OBLIGATIONS	$1,787,243,069	$1,916,294,693	$2,097,808,043	$2,297,788,929	$2,404,241,615	$2,399,935,683	$2,451,825,791	$2,530,565,845	$2,614,037,790
Per mile owned—first main track	65,406	69,283	74,914	81,573	85,247	84,220	86,012	88,696	90,673
Per mile owned—all main tracks	58,518	61,108	65,084	70,464	72,600	71,334	72,675	74,729	75,220
Per mile owned—all tracks	42,569	43,834	46,554	49,990	51,298	50,217	50,859	52,113	52,368
Capital stock	810,136,691	824,624,711	857,582,750	910,388,106	951,607,758	958,056,738	981,171,392	990,975,171	1,002,044,727
Increase over previous year		14,488,020	32,958,039	52,805,356	41,219,652	6,448,980	23,114,654	9,803,779	11,069,556
Funded debt, including notes issued for capital obligations	977,106,378	1,091,669,982	1,240,225,293	1,387,400,823	1,452,633,857	1,441,878,945	1,470,654,399	1,539,590,674	1,611,993,063
Increase over previous year		114,563,604	148,555,311	147,175,530	65,233,034	D 10,754,912	28,775,454	68,936,275	72,402,389
Ratio of capital stock to total capital obligations, per cent	45.33	43.03	40.88	39.62	39.58	39.92	40.02	39.16	38.33
C—PROPERTY INVESTMENT:[1]	1,681,066,959	1,721,547,013	1,830,095,424	1,917,676,554	2,006,435,436	2,076,389,064	2,117,770,081	2,225,548,383	2,315,603,421
Per mile owned—first main track	61,521	62,242	65,354	68,079	71,142	72,806	74,293	78,005	80,321
Per mile owned—all main tracks	55,042	54,898	56,779	58,808	60,587	61,717	62,773	65,722	66,633
Per mile owned—all tracks	40,040	39,379	40,613	41,720	42,810	43,447	43,930	45,832	46,390
Additions to property investment account		40,480,054	108,548,411	87,581,130	88,758,882	69,953,628	41,381,017	107,778,302	90,055,038
D—INCOME ACCOUNT:[2]									
Total operating revenues, including outside operations	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			

Net operating revenue, including outside operations	100,167,569	94,368,585	101,053,630	120,260,676	128,024,313	113,945,264	122,521,984	145,855,082	130,154,243
Tax accruals	11,174,214	12,151,896	12,533,224	14,440,613	14,339,416	14,617,595	15,615,381	16,732,420	18,310,701
Operating income	88,993,355	*82,216,689	88,920,406	105,820,063	113,684,897	99,327,669	106,906,603	129,122,662	111,843,542
Other income relating to operation									
Hire of equipment—Cr	1,679,884	1,976,717	1,861,752	2,319,340	4,107,905	4,482,457	1,321,190	2,354,603	3,954,902
Joint facilities—Cr	660,980	693,182	963,774	1,197,118	1,351,763	3,411,185	3,650,706	4,143,587	4,247,453
Miscellaneous rents—Cr	1,229,009	1,402,869	1,295,426	1,576,276	1,672,761	907,286	1,119,828	1,062,998	1,196,957
Total	3,569,873	4,072,768	4,120,952	5,092,734	7,132,429	8,800,928	6,091,724	7,561,188	9,399,312
Deductions from income relating to operation									
Hire of equipment—Dr	6,423,719	6,613,108	6,413,545	5,554,082	4,168,647	5,252,113	6,711,918	5,989,256	9,103,293
Joint facilities—Dr	3,433,485	3,792,850	4,228,379	4,993,563	5,508,716	6,540,253	7,090,931	7,635,265	7,566,683
Miscellaneous rents—Dr	402,642	526,211	—,720,275	980,637	1,068,321	993,222	1,055,203	1,046,784	1,065,427
Total	10,259,846	10,932,169	11,362,199	11,528,282	10,745,684	12,785,588	14,858,052	14,671,305	17,735,403
Net operating income	82,303,382	75,357,288	81,279,159	99,384,515	110,071,642	95,343,009	98,140,275	122,012,545	103,507,451
Per cent on property investment	4.90	4.38	4.44	5.18	5.49	4.59	4.63	5.48	4.47
Other income	10,407,944	11,424,290	13,283,116	15,624,860	18,916,166	20,243,278	18,772,884	23,503,716	24,676,955
Total income	92,711,326	86,781,578	94,562,275	115,009,375	128,987,808	115,586,287	116,913,159	145,516,261	128,184,406
Other deductions									
Lease of roads	6,202,970	6,658,035	8,092,491	8,938,775	9,235,478	8,146,723	8,619,637	9,245,196	11,438,162
Interest deductions	36,784,585	39,486,387	45,063,018	47,553,890	55,449,771	57,101,354	54,521,124	55,353,344	57,130,899
Miscellaneous other deductions	3,959,231	4,075,510	2,363,657	3,677,187	5,274,089	1,785,411	1,498,219	1,795,599	1,910,498
Total	46,946,786	50,219,932	55,519,166	60,169,852	89,959,338	67,033,488	64,638,980	66,394,138	70,479,559
Net corporate income for the year	45,764,540	36,561,646	39,043,109	54,839,523	59,028,470	48,552,799	52,271,179	79,122,123	57,704,847
Per cent on capital stock outstanding	5.65	4.43	4.55	6.02	6.20	5.07	5.33	7.98	5.75
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	76,324,398	86,339,985	84,918,414	86,373,697	87,579,330	93,673,308	85,840,705	87,484,231	98,741,184
Net corporate income for the year	45,764,540	36,561,646	39,043,109	54,839,523	59,028,470	48,552,799	52,274,179	79,122,123	57,704,847
Miscellaneous profit and loss items—net	1,420,214	D 1,018,095	3,808,986	D 1,596,379	D 1,881,598	D 2,285,686	D 1,736,314	D 7,514,356	D 11,478,561
Total surplus	123,509,152	121,883,536	127,770,509	139,616,841	144,726,202	139,940,421	136,378,570	159,091,998	144,967,470
Dividends declared	23,036,620	24,696,667	26,385,678	28,009,887	31,241,754	32,404,318	32,211,571	45,802,081	43,523,191
Per cent on capital stock outstanding	2.84	2.99	3.08	3.08	3.28	3.38	3.28	4.62	4.34
Additions, betterments, and permanent improvements appropriations	9,902,137	5,627,067	9,334,454	16,625,543	13,463,850	13,808,979	10,253,506	10,695,200	20,034,654
Sinking and special reserve funds appropriations	4,230,410	6,641,388	5,676,680	7,402,079	6,347,290	7,886,419	6,429,262	3,853,533	6,322,414
Total surplus appropriated	37,169,167	36,965,122	41,396,812	52,037,511	51,052,894	54,099,716	48,894,339	60,350,814	69,880,250
Unappropriated surplus carried over to the following year	86,339,985	84,918,414	86,373,697	87,579,330	93,673,308	85,840,705	87,484,231	98,741,184	75,087,211

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and income year 1908.

Combined statement of Central Freight Association roads, Group I (Detroit & Toledo Shore Line, excluded)—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease or deficit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1906-1912, compared with 1903-1907.	10-year average.	Increase or decrease, 1912, compared with 10-year average.	Increase or decrease, 1912, compared with 1910.	Increase or decrease, 1913, compared with 1910.
	1912	1913	1903 to 1907	1906 to 1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	29,172.55	29,215.00	27,871.74	28,706.90	3.00	28,289.32	3.12	2.25	2.40
2. Owned—miles of all main tracks	35,394.04	35,796.75	31,971.76	34,277.93	7.21	33,124.84	6.85	4.52	5.71
3. Owned—miles of all tracks	51,029.43	51,879.21	44,719.64	49,100.90	9.80	46,910.27	8.78	5.09	6.84
4. Operated—miles of first main track	31,729.96	31,784.26	29,875.60	31,121.23	4.17	30,498.42	4.04	2.50	2.68
5. Operated—miles of all main tracks	38,677.91	39,101.30	34,308.84	37,363.30	8.90	35,836.07	7.93	4.61	5.75
6. Operated—miles of all tracks	54,953.48	55,890.63	47,560.19	52,818.96	11.06	50,189.58	9.49	5.03	6.82
B—TOTAL CAPITAL OBLIGATIONS	$2,642,047,551	$2,702,479,670	$2,100,675,270	$2,527,682,532	20.33	$2,314,178,901	14.17	4.41	6.79
Per mile owned—first main track	90,566	92,503	75,369	88,051	16.83	81,804	10.71	2.11	4.29
Per mile owned—all main tracks	74,647	75,495	65,704	73,741	12.23	69,862	6.85	D 0.11	1.03
Per mile owned—all tracks	51,775	52,092	46,974	51,479	9.59	49,332	4.95	D 0.65	D 0.04
Capital stock	1,004,038,623	1,002,213,014	870,868,003	987,257,330	13.36	929,062,667	8.07	1.32	1.13
Increase over previous year	1,993,896	D 1,825,609	....	....	....	....	....	....	....
Funded debt, including notes issued for capital obligations	1,638,008,928	1,700,266,656	1,229,807,267	1,540,425,202	25.26	1,385,116,234	18.26	6.39	10.44
Increase over previous year	23,015,865	62,257,728	....	....	....	....	....	....	....
Ratio of capital stock to total capital obligations, per cent	38.00	37.08	41.46	39.06	D 5.79	40.15	D 5.35	D 2.96	D 6.31
C—PROPERTY INVESTMENT:[1]	2,382,603,942	2,451,051,603	1,831,364,277	2,223,582,978	21.42	2,027,473,628	17.52	7.06	10.13
Per mile owned—first main track	81,673	83,897	65,707	77,458	17.88	71,669	13.96	4.70	7.55
Per mile owned—all main tracks	67,317	68,471	57,281	64,869	13.25	61,207	9.98	2.43	4.18
Per mile owned—all tracks	46,691	47,245	40,952	45,286	10.58	43,220	8.03	1.87	3.08
Additions to property investment account	67,000,521	68,447,661	....	....	....	....	....	....	....
D—INCOME ACCOUNT:[2]									
Total operating revenue, including outside operations	486,130,491	539,145,743	368,141,636	445,764,319	21.09	406,952,977	19.46	3.93	15.20
Total operating expenses, including outside operations	356,746,147	402,994,902	259,366,681	317,392,136	22.37	288,379,408	23.71	10.83	26.20
Net operating revenue, including outside operations	129,384,344	136,150,841	108,774,955	128,372,183	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Tax accrued	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Operating income	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Miscellaneous rents—Cr	1,154,113	1,196,393	1,435,268	1,088,237	D 24.18	1,261,753	D 8.53	8.57	12.55
Total	9,147,137	10,542,140	4,797,751	8,200,058	70.91	6,498,905	40.75	20.97	39.42
Deductions from income relating to operation									
Hire of equipment—Dr	8,471,299	10,028,667	5,834,620	7,105,576	21.78	6,470,098	30.93	41.44	67.44
Joint facilities—Dr	7,821,561	8,522,282	4,391,399	7,330,939	66.94	5,861,169	33.45	2.44	11.62
Miscellaneous rents—Dr	1,044,842	1,057,669	739,617	1,041,095	40.76	890,356	17.35	D 0.19	1.04
Total	17,337,702	19,608,618	10,965,636	15,477,610	41.15	13,221,623	31.13	18.17	33.65
Net operating income	102,391,695	106,520,781	89,679,197	104,278,995	16.28	96,979,096	5.58	D 16.08	D 12.70
Per cent on property investment	4.30	4.35	4.90	4.69	D 4.29	4.78	D 10.04	D 21.53	D 20.82
Other income	21,589,444	23,877,215	U U15,931,275	21,757,255	56.18	17,844,265	20.99	D 8.14	1.59
Total income	123,981,139	130,397,995	103,610,472	126,036,250	21.64	114,823,361	7.98	D 14.80	D 10.39
Other deductions									
Lease of roads	11,962,644	12,857,520	7,825,550	9,882,272	26.28	8,853,911	35.10	29.38	39.07
Interest deductions	58,006,484	60,090,773	44,867,530	56,422,641	25.75	50,645,086	14.54	4.79	8.56
Miscellaneous other deductions	1,455,660	1,534,994	3,869,935	1,689,077	D 56.35	2,779,506	D 47.63	D 18.93	D 14.51
Total	71,423,788	74,483,287	56,563,015	67,993,990	20.21	62,278,503	14.68	7.58	12.18
Net corporate income for the year	52,557,351	55,914,709	47,047,457	58,042,260	23.37	52,544,858	0.02	D 33.57	D 29.33
Per cent in capital stock outstanding	5.28	5.58	5.40	5.88	8.89	5.66	D 7.60	D 34.54	D 30.16
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	75,087,211	73,252,587	84,307,165	88,165,328	4.58	86,236,247	D 12.92	D 14.17	D 16.27
Net corporate income for the year	52,557,351	55,914,709	47,047,457	58,042,260	23.37	52,544,858	0.02	D 33.57	D 29.33
Miscellaneous profit and loss items—net	5,115,157	D 23,731,709	146,626	D 3,579,952	D 2,541.55	D 1,716,663	397.97	D 168.07	D 215.82
Total surplus	132,759,719	105,435,587	131,501,248	142,627,636	8.46	137,064,442	D 3.14	D 16.55	D 33.73
Dividends declared	40,877,264	38,584,425	26,674,121	38,963,685	46,07	32,818,903	24.55	D 10.75	D 15.76
Per cent on capital stock outstanding	4.07	3.85	3.06	3.95	29.08	3.53	15.30	D 11.90	D 16.67
Additions, betterments, and permanent improvements appropriations	10,741,593	11,171,371	10,990,611	13,106,786	19.25	12,048,698	D 10.85	0.43	4.45
Sinking and special reserve funds appropriations	7,888,275	10,056,635	6,059,569	6,475,981	6.87	6,267,775	25.85	104.70	160.97
Total surplus appropriated	59,507,132	59,812,431	43,724,301	58,546,452	33.90	51,135,376	14.37	D 1.40	D 0.89
Unappropriated surplus carried over to the following year	73,252,587	45,623,156	87,776,947	84,081,184	D 4.21	85,929,066	D 14.75	D 25.81	D 53.80

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses.

The accounts "Equipment loaned—Cr." and "Equipment borrowed—Dr." have been adjusted through expenses and i come year 1908.

Combined statement of Central Freight Association roads, Group I (Detroit & Toledo Shore Line, excluded)—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 5.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$235,592,635	$239,951,882	$250,526,774	$283,942,736	$313,048,101	$278,074,235	$278,126,967	$333,524,842	$332,772,981
Passenger revenue	69,402,810	73,423,133	79,142,300	76,944,337	83,213,017	82,966,467	82,304,383	90,5[illegible]5,583	96,916,867
Mail revenues	8,278,0[illegible]6	9,747,717	10,010,730	10,365,970	10,343,022	10,164,175	10,166,740	10,098,132	10,221,170
Express revenue	6,371,960	7,193,210	7,707,498	8,882,257	9,329,906	10,483,606	10,938,095	11,968,363	12,896,247
Other transportation revenue, nontransportation, and outside operation revenues	7,715,655	8,096,832	9,088,969	10,701,955	11,686,128	17,384,507	18,555,352	21,589,890	22,972,502
Total operating revenue	327,361,116	338,412,764	356,476,271	390,887,255	427,620,774	399,072,990	400,091,537	467,746,810	475,779,767
Per mile operated—first main track	11,284	11,478	11,857	12,8[illegible]0	14,054	12,929	12,999	15,110	15,213
Per mile operated—all main tracks	10,125	10,153	10,2[illegible]8	11,073	11,922	10,897	10,911	12,651	12,562
Per mile operated—all tracks	7,413	7,321	7,435	7,935	8,517	7,771	7,730	8,940	8,859
B—EXPENSES:									
Maintenance of way and structures	50,681,585	48,440,682	51,055,360	53,740,030	58,861,581	49,769,871	47,626,708	59,103,302	60,492,667
Per mile operated—first main track	1,747	1,643	1,698	1,768	1,935	1,612	1,547	1,909	1,934
Per mile operated—all main tracks	1,568	1,453	1,471	1,522	1,640	1,359	1,299	1,599	1,597
Per mile operated—all tracks	1,148	1,048	1,065	1,091	1,172	969	920	1,130	1,126
Ratio to total operating revenue	15.48	14.31	14.32	13.75	13.76	12.47	11.90	12.64	12.71
Ratio to total operating expenses	22.31	19.85	19.99	19.86	19.65	17.46	17.16	18.36	17.50
Maintenance of equipment	47,727,881	55,512,4[illegible]1	60,286,995	63,718,937	70,608,3[illegible]4	64,560,4[illegible]0	65,483,816	76,658,708	79,853,211
Ratio to total operating revenue	14.58	16.40	16.91	16.30	16.51	16.18	16.37	16.39	16.78
Ratio to total operating expenses	21.01	22.75	23.60	23.55	23.57	22.64	23.59	23.82	23.10
Traffic expenses and transportation expenses	121,350,970	132,190.273	135,485,773	144,082,679	160,520.449	158,605.231	151,539,449	171,913,040	189,60[illegible],157
Ratio to total operating revenue	37.07	39.06	38.01	36.85	37.54	39.74	37.88	36.75	39.85
Ratio to total operating expenses	53.41	54.17	53.04	53.23	53.58	55.63	54.00	53.41	54.86
General expenses and outside operating expenses	7,433,111	7,900,813	8,594,513	9,084,983	9,611,0[illegible]7	12,192,1[illegible]4	12,919,560	14,216,678	15,673,489
Ratio to total operating revenue	2.27	2.34	2.41	2.33	2.25	3.0[illegible]	3.23	3.04	3.30
Ratio to total operating expenses	3.27	3.23	3.37	3.36	3.20	4.27	4.65	4.41	4.54
Total operating expenses	227,193,547	244,044,179	255,422,641	270,576,579	299,596,4[illegible]1	285,127,726	277,5[illegible]9,553	321,891,728	345,625,524
Ratio to total operating revenue	69.40	72.11	71.65	69.23	70.06	71.45	69.38	68.82	72.64
Ratio to total operating expenses									
C—TAXES	11,174,214	12,161,[illegible]	12,[illegible],224	14,440,[illegible]	14,[illegible],416	14,617,[illegible]	[illegible]	[illegible]	[illegible]
Per mile owned—first main track	400	400	448	518	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per mile owned—all main tracks	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Ratio to total operating revenue	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
D—Repairs, renewals, and depreciation of equipment:	Returns incomplete.								
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per psasenger car									
Freight-train cars									
Average cost per freight car									
E—Repairs of equipment (excluding renewals and depreciation:	Returns incomplete.								
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
F—Statistics:									
Number of passengers carried 1 mile	3,531,743,289	3,715,857,107	4,238,401,080	3,974,801,742	4,346,059,990	4,531,772,168	4,546,061,567	4,986,994,745	5,270,215,262
Average rate per passenger per mile	1.965	1.976	1.867	1.936	1.915	1.831	1.810	1.816	1.839
Number of tons of revenue freight carried 1 mile	39,321,364,121	38,945,090,308	42,106,949,838	49,151,400,358	53,886,688,219	48,134,173,081	48,273,330,641	58,540,056,409	58,069,831,195
Average rate per ton per mile	.599	.616	.595	.578	.581	.578	.576	.570	.573
Average revenue tons per car per mile									
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile									

Combined statement for railways in Group III (Detroit & Toledo Shore Line excluded).

[illegible]

[illegible] included.—A list of the railways included in the accompanying statements will be found on the last page of this analysis.

[illegible] compilation.—Property investment included all items representing property of the companies used for the benefit of the public, the [illegible] expense attached to which is covered in their operating income accounts.

[illegible] have been made in the operating and income accounts for the purpose of proper comparison of the several years with one another. [illegible] are noted on the statements.

[illegible] principal comparisons are as between the fiscal year ended June 30, [illegible], the average of the 10 year period to June 30, [illegible], the year [illegible] and the year 1910.

[illegible] following facts are significant:

([illegible] denotes decrease or deficit.)

	10 year average	[illegible]	1910	[illegible]	Increase of [illegible] over—		
					10 year average	[illegible]	1910
[illegible] on property investment: The return of operating income on total property investment shows a decline as follows:							
Property investment	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Net operating income	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per cent on property investment	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Return on capital obligations: There is a decline in the percentage of net corporate income to capital stock, with a corresponding decline in the margin of safety, after payment of interest and dividends, as follows:							
2. Return of net corporate income on capital stock:							
Total capital stock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Net corporate income	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per cent on capital stock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3. Dividends and interest:							
Dividends	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per cent on total capital stock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Interest and dividends	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per cent on total capital obligations	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4. Margin, after payment of charges and dividends:							
Amount of margin	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per cent of total capital obligations	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5. [illegible] capital obligations	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

perating ratio							
ax accruals	8,355,896	6,746,787	9,291,843	10,607,436	26.96	57.22	14.16
perating income	50,818,832	49,428,424	57,325,140	46,625,374	D 8.25	D 5.67	D 18.67
ess hire of equipment and rents	5,117,677	4,002,486	5,926,001	8,324,903	62.67	107.99	40.48
et operating income	45,701,155	45,425,938	51,399,139	38,300,471	D 16.19	D 15.69	D 25.48
roperty investment	1,308,232,472	1,073,607,161	1,411,694,394	1,511,265,238	15.52	40.77	7.05
Net operating income, per cent on property investment	3.49	4.23	3.64	2.53	D 27.51	D 40.19	D 30.49
Maintenance of way and structures and maintenance of equipment	63,506,332	49,948,899	72,155,836	91,991,534	44.85	84.17	27.49
Other operating expenses	95,814,004	72,617,912	104,455,203	127,028,868	32.58	74.93	21.61
Ratio of total maintenance expenses to revenues, per cent	29.07	27.94	29.67	33.30	14.55	19.18	12.23
There has been a decline of $13,098,668, or 25.48 per cent, in net operating income, and a decline of $15,987,445, or 82.94 per cent, in net corporate income, between 1910 and 1913, notwithstanding an increase of $33,025,190, or 13.58 per cent, in operating revenues and an increase of $99,570,844, or 7.05 per cent, in property investment.							
7. Property investment per mile:							
Per mile owned—first main track	$64,548	$54,985	$69,176	$72,137	11.76	31.19	4.28
Per mile owned—all tracks	43.445	39,151	45,551	45,780	5.37	16.93	0.50
8. With increases in capital obligations and property investment as indicated, there will be noted the following changes in facilities for transportation:							
Miles of first main track—owned	20,267.50	19,525.31	20,407.41	20,949.80	3.37	7.30	2.66
Miles of all tracks—owned	30,112.42	27,422.45	30,991.65	33,011.75	9.63	20.38	6.52
9. The measure of service has increased as follows:							
Tons carried 1 mile	25,564,965,104	20,234,291,673	29,746,798,332	34,201,163,125	33.78	69.03	14.97
Passengers carried 1 mile	2,687,970,324	2,215,772,954	2,913,138,570	3,058,364,163	13.78	38.03	4.99
Total passenger and freight units 1 mile	28,252,935,428	22,450,064,627	32,659,936,902	37,259,527,288	31.88	65.97	14.08
10. The returns received from the freight and passenger business compare as follows:							
Total freight revenue	$149,915,655	$123,979,016	$167,811,674	$191,925,136	28.02	54.80	14.37
Average revenue per ton mile, cents	.586	.613	.564	.561	D 4.27	D 8.48	D 0.53
Total passenger revenue	49,622,965	42,242,268	52,483,837	57,427,148	15.73	35.95	9.42
Average revenue per passenger per mile, cents	1.846	1.906	1.802	1.878	1.73	D 1.47	4.22
Total operating revenues	218,495,064	178,742,022	243,228,022	276,253,212	26.43	54.55	13.58
11. The increased ratios of operating costs are shown below:							
Ratio of expenses (excluding taxes) to revenues	72.92	68.57	72.61	79.28	8.72	15.62	9.19
Ratio of expenses (including taxes) to revenues	76.74	72.35	76.43	83.12	8.31	14.89	8.75
Total taxes	$8,355,896	$8,746,787	$9,291,843	$10,607,436	26.96	57.22	14.16
Taxes, per cent of total operating revenues	3.82	3.78	3.82	3.84	0.52	1.59	0.52
Taxes, per cent of net operating revenue	14.12	12.01	13.95	18.53	31.23	54.29	32.83

Increase in property investment 1913 over 1903	**$437,658,077**	**Increase in property investment 1913 over 1910**	**$99,570,844**
Decrease in net operating income 1913 under 1903	**$7,125,467**	**Decrease in net operating income 1913 under 1910**	**$13,098,666**
Per cent return on increase deficit	**1.63**	**Per cent return on increase deficit**	**13.18**

The figures for the latter period, 1910–1913, indicate that the companies not only received no return on additional investment, but the decrease in net operating income was equal to 13.16 per cent on the additional investment made during the period.

Combined statement of Central Freight Association roads—Group III (Detroit & Toledo Shore Line excluded)—Continued.

PROPERTY INVESTMENT AND INCOME ACCOUNTS—Continued.

[D denotes decrease or deficit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1906–1912, compared with 1903–1907.	10-year average.	Increase or decrease, 1912, compared with 10-year average.	Increase or decrease, 1912, compared with 1910.	Increase or decrease, 1913, compared with 1910.
	1912	1913	1903–1907	1906–1912					
A—MILEAGE:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
1. Owned—miles of first main track	20,946.71	20,949.80	19,933.96	20,601.03	3.35	20,267.50	3.35	2.64	2.66
2. Owned—miles of all main tracks	23,457.81	23,747.16	21,567.28	22,835.93	5.88	22,201.60	5.66	4.09	5.37
3. Owned—miles of all tracks	32,474.63	33,011.75	28,867.15	31,357.68	8.63	30,112.42	7.84	4.79	6.52
4. Operated—miles of first main track	22,819.08	22,832.60	21,462.92	22,434.55	4.53	21,948.73	3.97	2.66	2.72
5. Operated—miles of all main tracks	25,785.10	26,081.78	23,341.79	25,106.98	7.56	24,224.39	6.44	3.97	5.17
6. Operated—miles of all tracks	35,225.54	35,792.92	30,978.71	34,047.56	9.91	32,513.14	8.34	4.57	6.25
B—TOTAL CAPITAL OBLIGATIONS	$1,633,755,077	$1,684,523,174	$1,295,380,566	$1,571,662,066	21.33	$1,433,521,316	13.97	3.55	6.76
Per mile owned—first main track	77,996	80,408	64,984	76,290	17.40	70,730	10.27	0.88	4.00
Per mile owned—all main tracks	69,647	70,936	60,062	68,824	4.59	64,568	7.87	D 0.52	1.32
Per mile owned—all tracks	50,309	51,028	44,874	50,120	11.69	47,606	5.68	D 1.18	0.23
Capital stock	609,891,453	606,575,428	536,763,969	611,340,270	13.89	574,052,120	6.24	D 0.88	D 1.42
Increase over previous year	D 908,080	D 3,316,025							
Funded debt, including notes issued for capital obligations	1,023,863,624	1,077,947,746	758,616,597	960,321,796	26.59	859,469,196	19.13	6.37	11.99
Increase over previous year	15,290,059	54,084,122							
Ratio of capital stock to total capital obligations, per cent	37.33	36.01	41.44	38.90	D 6.13	40.04	D 6.77	D 4.28	D 7.67
C—PROPERTY INVESTMENT [1]	1,480,369,528	1,511,265,238	1,191,714,756	1,424,750,187	19.55	1,308,232,472	13.16	4.86	7.05
Per mile owned—first main track	70,673	72,137	59,783	69,150	15.68	64,548	9.40	2.16	4.28
Per mile owned—all main tracks	63,108	63,640	55,256	62,391	12.91	58,925	7.10	0.75	1.60
Per mile owned—all tracks	45,585	45,780	41,283	45,435	10.06	43,445	4.93	0.07	0.50
Additions to property investment account	28,023,074	30,895,710							
D—INCOME ACCOUNT: [2]									
Total operating revenue, including outside operations	254,079,584	276,253,212	200,098,347	236,891,780	18.39	218,495,064	16.29	4.46	13.58
Total operating expenses, including outside operations	200,228,158	219,020,402	141,291,720	177,348,951	25.52	159,320,336	25.68	13.37	24.01
Net operating revenue, including outside operations	53,851,426	57,232,810	58,806,027	59,542,829	1.25	59,174,728	D 9.00	D 19.16	D 14.09
Tax accruals	9,941,918	10,607,486	7,610,800	9,100,986	19.58	8,855,800	18.98	7.00	14.10
Operating income	43,909,508	[illegible]	[illegible]	[illegible]	D 1.47	[illegible]	D 13.60	D 23.40	D 15.67
[illegible]									

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Miscellaneous rents—Cr.	599,600	735,770	1,194,130	583,930	D 51.10	889,031	D 32.56	8.79	33.50
Total	5,282,657	6,421,273	2,164,321	5,088,858	135.12	3,626,590	45.66	11.71	35.79
Deductions from income relating to operation.									
Hire of equipment—Dr.	6,621,083	8,032,125	2,278,093	4,956,765	117.58	3,617,429	83.03	64.24	99.24
Joint facilities—Dr.	5,439,486	5,766,836	3,366,574	5,423,802	61.11	4,395,188	23.76	D 4.45	1.30
Miscellaneous rents—Dr.	930,935	947,215	539,606	923,694	71.18	731,650	27.24	0.06	1.81
Total	12,991,504	14,746,176	6,184,273	11,304,261	82.79	8,744,267	48.57	21.93	38.40
Net operating income	36,200,661	38,300,471	47,175,869	44,226,440	D 6.25	45,701,155	D 20.79	D 29.57	D 25.48
Per cent on property investment	2.45	2.53	3.96	3.10	D 21.72	3.49	D 29.80	D 32.69	D 30.49
Other income	5,666,234	7,323,537	5,477,954	5,967,365	8.93	5,722,660	D 0.99	D 2.77	25.66
Total income	41,866,895	45,624,008	52,653,823	50,193,805	D 4.67	51,423,815	D 18.58	D 26.84	D 20.28
Other deductions									
Lease of roads	4,467,520	5,213,084	3,512,844	4,005,467	14.02	3,759,156	18.84	32.09	54.13
Interest deductions	35,766,076	37,970,853	28,016,597	34,726,157	23.95	31,371,377	14.01	5.11	11.58
Miscellaneous other deductions	D 706,808	D 847,414	2,082,541	67,406	D 96.76	1,074,974	D 165.75	D 280.61	D 256.59
Total	39,526,788	42,336,523	33,611,982	38,799,030	15.43	36,205,507	9.17	4.15	11.55
Net corporate income for the year	2,340,107	3,287,485	19,041,841	11,394,775	D 40.16	15,218,308	D 84.62	D 87.86	D 82.94
Per cent on capital stock outstanding	0.38	0.54	3.55	1.86	D 47.61	2.65	D 85.66	D 87.86	D 82.75
E—PROFIT AND LOSS ACCOUNT:									
Accumulated surplus brought forward from preceding year	D 18,574,927	D 28,180,578	19,044,257	3,138,909	D 83.52	11,091,583	D 267.47	D 489.82	D 691.40
Net corporate income for the year	2,340,107	3,287,485	19,041,841	11,394,775	D 40.16	15,218,308	D 84.62	D 87.86	D 82.94
Miscellaneous profit and loss items—net	3,281,370	D 12,993,527	D 276,440	D 4,424,162	D 1,500.41	D 2,350,301	239.61	191.63	D 2[illegible]2.83
Total surplus	D 12,953,450	D 37,886,620	37,809,658	10,109,522	D 73.26	23,959,590	D 154.06	D 163.31	D 285.19
Dividends declared	11,571,695	10,227,617	12,923,279	13,325,882	3.12	13,124,581	D 11.83	D 28.44	D 36.75
Per cent on capital stock outstanding	1.90	1.69	2.41	2.18	D 9.54	2.29	D 17.03	D 27.76	D 35.74
Additions, betterments, and permanent improvements appropriations	1,962,527	2,535,767	5,050,722	1,742,980	D 65.49	3,396,850	D 42.23	D 0.90	28.05
Sinking and special reserve funds appropriations	1,692,906	3,005,647	601,869	1,084,565	80.20	843,218	100.77	692.71	1,307.40
Total surplus appropriated	15,227,128	15,769,031	18,575,870	16,153,427	D 13.04	17,364,649	D 12.31	D 17.08	D 14.13
Unappropriated surplus carried over to the following year	D 28,180,578	D 53,655,651	19,233,788	D 6,043,905	D 131.42	6,594,941	D 527.31	D 1,445.76	D 2,662.31

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[1] Includes all items representing directly or indirectly property of the railroad company used for the benefit of the public, the income and expense attached to which is covered in the operating income account.

[2] Adjustments to cover hire of equipment, car service, rents of track yards and terminals, and rents of buildings and other property have been made in years prior to 1908 to agree with subsequent years.

Insurance has been included in general expenses for all years.

Work equipment repairs, renewals, and depreciation have been deducted from maintenance of way and structures expenses, year 1908, and added to maintenance of equipment expenses

The accounts "Equipment loaned Cr." and "Equipment borrowed Dr." have been adjusted through expenses and income, year 1908.

Combined statement of Central Freight Association roads—Group III (Detroit & Toledo Shore Line excluded)—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS).

[Page 10.]

Item.	Year ended June 30—								
	1903	1904	1905	1906	1907	1908	1909	1910	1911
A—REVENUES:									
Freight revenue	$123,979,016	$129,440,556	$131,427,446	$145,682,021	$159,693,272	$146,381,359	$147,208,731	$167,811,674	$174,500,467
Passenger revenue	42,242,268	45,097,495	50,983,422	46,006,820	49,666,745	48,621,600	48,431,350	52,483,837	56,330,022
Mail revenue	4,215,483	4,733,350	4,962,592	5,293,693	5,263,920	5,151,434	5,175,889	5,176,770	5,228,730
Express revenue	3,162,665	3,614,945	4,067,024	4,631,619	4,775,028	5,237,926	5,601,555	5,930,168	6,379,129
Other transportation revenue, nontransportation and outside operation revenues	5,142,590	5,499,578	5,884,473	7,242,991	7,782,724	9,684,539	10,608,481	11,825,573	12,610,084
Total operating revenue	178,742,022	188,385,924	197,324,957	208,857,144	227,181,689	215,076,858	217,026,006	243,228,022	255,048,432
Per mile operated—first main track	8,614	8,895	9,135	9,536	10,381	9,636	9,762	10,942	11,298
Per mile operated—all main tracks	8,102	8,272	8,335	8,689	9,402	8,662	8,754	9,808	10,070
Per mile operated—all tracks	6,178	6,230	6,301	6,519	7,018	6,458	6,472	7,220	7,395
B—EXPENSES:									
Maintenance of way and structures	25,472,184	24,892,331	26,536,785	27,515,941	28,514,113	26,908,083	25,746,953	30,411,228	31,475,845
Per mile operated—first main track	1,228	1,175	1,228	1,256	1,303	1,205	1,158	1,36[illegible]	1,394
Per mile operated—all main tracks	1,155	1,093	1,121	1,145	1,180	1,084	1,039	1,226	1,243
Per mile operated—all tracks	880	823	847	859	881	808	768	903	913
Ratio to total operating revenue	14.25	13.21	13.45	13.17	12.55	12.51	11.86	12.50	12.34
Ratio to total operating expenses	20.78	18.50	18.71	18.72	17.75	16.83	16.35	17.22	16.35
Maintenance of equipment	24,476,715	27,806,700	30,435,426	31,265,647	35,657,251	35,704,873	36,494,346	41,744,608	44,183,647
Ratio to total operating revenue	13.69	14.77	15.42	14.98	15.70	16.60	16.82	17.16	17.32
Ratio to total operating expenses	19.97	20.70	21.46	21.27	22.20	22.32	23.17	23.64	22.96
Traffic expenses and transportation expenses	67,956,887	76,876,060	79,518,976	82,584,834	90,571,643	90,210,016	87,551,468	96,103,167	107,717,163
Ratio to total operating revenue	38.01	40.80	40.30	39.54	39.86	41.94	40.34	39.52	42.23
Ratio to total operating expenses	55.44	57.20	56.06	56.18	56.39	56.40	55.59	54.42	55.96
General expenses and outside operating expenses	4,661,025	4,855,300	5,355,473	5,622,702	5,882,607	7,115,711	7,698,064	8,352,036	9,099,389
Ratio to total operating revenue	2.61	2.57	2.71	2.69	2.59	3.31	3.55	3.43	3.57
Ratio to total operating expenses	3.81	3.60	3.78	3.83	3.66	4.45	4.80	4.73	4.73
Total operating expenses	122,566,811	134,430,391	141,846,660	146,989,124	160,625,614	159,938,683	157,490,831	176,611,039	192,476,044
Ratio to total operating revenue	68.57	71.35	71.88	70.38	70.70	74.36	72.57	72.61	75.47
Ratio to total operating expenses									
C.—TAXES	6,746,787	7,023,744	7,333,593	8,779,120	8,170,780	8,103,618	8,443,030	9,291,843	9,723,920
Per mile owned—first main track	346	364	367	435	405	390	414	455	460
Per mile owned—all main track	325	340	348	400	370	360	[illegible]	419	471

D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:	[Returns incomplete.]								
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):	[Returns incomplete.]								
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
F—STATISTICS:									
Number of passengers carried 1 mile	2,215,772,954	2,342,560,629	2,823,614,539	2,424,305,214	2,638,791,216	2,692,464,518	2,706,029,972	2,913,138,570	3,080,579,730
Average rate per passenger per mile	1.906	1.925	1.806	1.898	1.882	1.806	1.790	1.802	1.829
Number of tons of revenue freight carried 1 mile	20,234,291,673	20,331,800,142	21,548,931,197	25,104,010,591	27,363,069,177	25,343,252,556	25,712,590,725	29,746,798,332	30,348,544,838
Average rate per ton per mile	.613	.637	.610	.580	.584	.578	.573	.564	.575
Average revenue tons per car per mile									
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile									

Combined statement of Central Freight Association roads—Group III (Detroit & Toledo Shore Line excluded)—Continued.

TOTAL OPERATING REVENUES, EXPENSES, AND TAXES (INCLUDING OUTSIDE OPERATIONS)—Continued.

[D denotes decrease or deficit.]

Item.	Year ended June 30—		5-year average.		Increase or decrease, 1908–1912, compared with 1903–1907.	10-year average.	Increase or decrease, 1912, compared with 10-year average.	Increase or decrease, 1912, compared with 1910.	Increase or decrease, 1913, compared with 1910.
	1912	1913	1903 to 1907	1908 to 1912					
A—REVENUES:					*Per cent.*		*Per cent.*	*Per cent.*	*Per cent.*
Freight revenue	$173,032,004	$191,925,136	$138,044,462	$161,786,847	17.20	$149,915,655	15.42	3.11	14.37
Passenger revenue	56,366,083	57,427,148	46,799,350	52,446,578	12.07	49,622,965	13.59	7.40	9.42
Mail revenue	5,205,001	5,163,916	4,893,808	5,187,565	6.00	5,040,686	3.26	0.55	D 0.25
Express revenue	6,765,345	7,292,967	4,050,256	5,982,824	47.71	5,016,540	34.86	14.08	22.98
Other transportation revenue, nontransportation and outside operation revenues	12,711,151	14,444,045	6,310,471	11,487,966	82.05	8,899,218	42.83	7.49	22.14
Total operating revenue	254,079,584	276,253,212	200,098,347	236,891,780	18.39	218,495,064	16.29	4.46	13.58
Per mile operated—first main track	11,135	12,099	9,323	10,559	13.26	9,955	11.85	1.76	10.57
Per mile operated—all main tracks	9,854	10,592	8,573	9,435	10.05	9,020	9.25	0.47	7.99
Per mile operated—all tracks	7,213	7,718	6,459	6,958	7.73	6,720	7.34	D 0.10	6.90
B—EXPENSES:									
Maintenance of way and structures	31,989,379	38,887,208	26,586,271	29,306,298	10.23	27,946,284	14.47	5.19	27.87
Per mile operated—first main track	1,402	1,703	1,239	1,306	5.41	1,273	10.13	2.49	24.48
Per mile operated—all main tracks	1,241	1,491	1,139	1,167	2.46	1,154	7.54	1.22	21.62
Per mile operated—all tracks	908	1,086	858	861	0.35	860	5.58	0.55	20.27
Ratio to total operating revenue	12.59	14.08	13.29	12.37	D 6.92	12.79	D 1.56	0.72	12.64
Ratio to total operating expenses	15.98	17.75	18.82	16.52	D 12.22	17.54	D 8.89	D 7.20	D 3.08
Maintenance of equipment	47,831,271	53,104,326	29,928,348	41,191,749	37.63	35,560,048	34.51	14.58	27.21
Ratio to total operating revenue	18.82	19.22	14.96	17.39	16.24	16.27	15.67	9.67	12.00
Ratio to total operating expenses	23.89	24.25	21.18	23.23	9.68	22.32	7.04	1.06	2.58
Traffic expenses and transportation expenses	111,232,351	117,732,061	79,501,680	98,562,833	23.98	80,032,258	24.93	15.74	22.51
Ratio to total operating revenue	43.78	42.62	39.73	41.61	4.73	40.75	7.44	10.78	7.84
Ratio to total operating expenses	55.55	53.75	56.27	55.58	D 1.23	55.88	D 0.59	2.08	D 1.23
General expenses and outside operating expenses	9,175,157	9,296,807	5,275,421	8,288,071	57.11	6,781,746	35.29	9.86	11.81
Ratio to total operating revenue	3.61	3.37	2.64	3.50	32.58	3.10	16.45	5.25	D 1.75
Ratio to total operating expenses	4.58	4.24	3.73	4.67	25.20	4.26	7.51	D 3.17	D 10.86
Total operating expenses	200,228,158	219,020,402	141,291,720	177,348,951	25.52	159,320,336	25.68	13.37	24.01
Ratio to total operating revenue	78.80	79.28	70.61	75.86	7.44	72.92	8.06	8.52	9.19
Ration to total operating expenses									
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7.00	14.16
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4.40	11.21

D—REPAIRS, RENEWALS, AND DEPRECIATION OF EQUIPMENT:	Returns incomplete.								
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per locomotive									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
E—REPAIRS OF EQUIPMENT (excluding renewals and depreciation):	Returns incomplete.								
Steam locomotives									
Cost per 100 pounds tractive power									
Average cost per tractive power									
Passenger-train cars									
Average cost per passenger car									
Freight-train cars									
Average cost per freight car									
F—STATISTICS:									
Number of passengers carried 1 mile	3,042,445,903	3,058,364,163	2,489,008,910	2,886,931,739	15.99	2,687,970,324	13.19	4.44	4.99
Average rate per passenger mile	1.853	1.878	1.880	1.817	D 3.85	1.846	0.38	2.83	4.22
Number of tons of revenue freight carried 1 mile	29,916,361,813	34,201,163,125	22,916,420,556	28,213,509,653	23.11	25,564,965,104	17.02	0.57	14.97
Average rate per ton per mile	.578	.561	.602	.573	D 4.82	.586	D 1.37	2.48	D 0.53
Average revenue tons per car per mile									
Average revenue tons per loaded car per mile									
Average revenue tons per train per mile									

MAXWELL EXHIBIT 5.

[Pages 1–8.]

SUPPLEMENTARY STATEMENTS OF OPERATION OF CENTRAL FREIGHT ASSOCIATION ROADS.

Statement showing results o operation, 40 Central Freight Association roads (first quarter of fiscal year, 1914 v. 1913); showing the percentage relation the principal items of cost bear to the operating revenues—also showing increased cost of operation (3 months) 1914 over 1913 based on application to 1914 business of the per cents the 1913 costs bore to the business of that year.

[Page 2; D denotes decrease or deficit.]

GROUP I.

	1913		1914		1914 increase over 1913.			1914 business on the basis of 1913 costs.	
	Amount.	Per cent of operating revenue.	Amount.	Pe cent operating revenue.	Amount.	Percentage. Actual.	Increase. Relative to gross.	Amount.	Increased cost of operation (difference between 1914 actual results and results based on 1913 costs).
Freight revenue	$95,931,779	69.7	$99,199,763	69.2	$3,267,984	3.4			
Passenger revenue	29,575,832	21.5	31,631,406	22.1	2,055,574	6.9	2.8		
Operating revenues	137,620,052	100	143,255,453	100	5,635,401	4.1		$143,255,453	
Maintenance of way and structures	18,827,085	13.7	21,327,317	14.9	2,500,232	13.3	8.8	19,625,997	$1,701,320
Maintenance of equipment	23,685,646	17.2	27,830,347	19.4	4,144,701	17.5	12.8	24,639,938	3,190,409
Traffic	2,878,886	2.0	2,989,334	2.1	110,448	3.8	2.5	2,865,109	124,225
Transportation	46,001,784	33.5	50,992,111	35.6	4,990,327	10.8	6.3	47,990,577	3,001,534
General	2,732,670	2.0	3,016,084	2.1	283,414	10.2	5.0	2,865,109	150,975
Operating expenses	94,126,071	68.4	106,155,193	74.1	12,029,122	12.8	8.3	97,986,730	3,168,463
Taxes	4,872,003	3.5	5,316,935	3.7	444,932	9.1	5.7	5,013,941	302,994
Taxes and operating expenses	98,998,074	71.9	111,472,128	77.8	12,474,054	12.6	8.2	103,000,671	8,471,457
Net after taxes	38,621,978	28.1	31,783,325	22.2	D 6,838,653	D 17.7	D 21.0	40,254,782	D 8,471,457

Freight revenue	$30,020,286	75.4	$31,362,994	75.2	$1,342,708	4.5	D 0.3		
Passenger revenue	7,328,554	18.4	7,841,857	18.8	513,303	7.0	2.2		
Operating revenues	39,839,112	100	41,720,954	100	1,881,842	4.7		$41,720,954	
Maintenance of way and structures	5,430,965	13.6	5,672,288	13.6	241,323	4.4		5,674,050	D $1,762
Maintenance of equipment	6,880,740	17.3	6,876,471	16.5	D 4,269	D .1	D 4.6	7,217,725	D 341,254
Traffic	776,535	2.0	902,206	2.2	125,671	16.2	10.0	834,419	67,787
Transportation	12,857,365	32.3	14,354,353	34.4	1,496,988	11.6	6.5	13,475,868	878,485
General	735,609	1.8	911,593	2.2	175,984	23.9	22.2	750,977	160,616
Operating expenses	26,681,214	67.0	28,716,911	68.9	2,035,697	7.6	2.8	27,953,039	763,872
Taxes	1,105,653	2.8	1,234,195	2.0	128,542	11.6	3.6	1,168,187	66,008
Taxes and operating expenses	27,786,867	69.8	29,951,106	71.8	2,164,239	7.8	2.9	29,121,226	829,880
Net after taxes	12,052,245	30.2	11,769,848	28.2	D 282,397	D 2.3	D 6.6	12,599,728	D 829,880

GROUP III.

Freight revenue	$47,318,431	67.0	$48,673,984	66.9	$1,355,553	2.9	D 0.1		
Passenger revenue	16,813,720	23.8	17,561,635	24.1	747,915	4.4	1.3		
Operating revenues	70,561,454	100	72,665,453	100	2,104,002	3.0		$72,665,453	
Maintenance of way and structures	10,121,888	14.3	11,314,206	15.6	1,192,318	11.8	9.1	10,391,160	$923,046
Maintenance of equipment	12,764,350	18.1	15,002,808	20.6	2,238,458	17.5	13.8	13,152,447	1,850,361
Traffic	1,814,864	2.6	1,850,527	2.5	35,663	2.0	D 3.8	1,889,302	D 38,775
Transportation	25,730,277	36.4	27,615,002	38.0	1,884,725	7.3	4.4	26,450,225	1,164,777
General	1,640,343	2.3	1,739,650	2.4	99,307	6.0	4.3	1,671,305	68,345
Operating expenses	52,071,722	73.7	57,522,193	79.1	5,450,471	10.5	7.3	53,554,439	3,967,754
Taxes	2,569,206	3.6	2,730,515	3.7	161,309	6.3	2.8	2,615,956	114,559
Taxes and operating expenses	54,640,928	77.3	60,252,708	82.8	5,611,780	10.3	7.1	56,170,395	4,082,313
Net after taxes	15,920,523	22.7	12,412,745	17.2	D 3,507,778	D 22.1	D 24.2	16,495,058	D 4,082,313

Income and operating accounts, 40 Central Freight Association roads (first quarter, fiscal year 1913).

[Page 3.]

GROUP I.

Roads.	Operating revenues.			Operating expenses.						Net operating revenues.
	Freight.	Passenger.	Total, including miscellaneous.	Maintenance.		Traffic.	Transportation.	General.	Total.	
				Way and structures.	Equipment.					
Ann Arbor R. R.	$324,130	$177,462	$536,465	$68,308	$63,653	$12,462	$179,147	$24,403	$347,973	$188,492
Bessemer & Lake Erie R. R.	2,774,825	133,202	2,941,538	252,532	412,875	29,742	630,746	27,345	1,353,240	1,588,298
Chesapeake & Ohio Ry. of Indiana	456,000	103,000	585,000	131,000	131,000	10,000	240,000	5,000	517,000	68,000
Chicago & Alton R. R.	2,497,107	1,210,877	3,987,018	552,052	814,448	116,484	1,290,176	91,981	2,865,141	1,121,877
Chicago & Eastern Illinois R. R.	2,963,862	848,212	4,132,373	572,468	832,266	70,985	1,462,852	128,617	3,067,188	1,065,185
Chicago & Erie R. R.	1,111,770	210,281	1,444,065	297,288	291,388	62,756	662,158	32,065	1,345,655	98,410
Chicago, Indiana & Southern R. R.	890,165	89,236	1,011,839	152,693	276,234	24,697	328,989	24,064	806,677	205,162
Chicago, Indianapolis & Louisville Ry	1,167,579	485,192	1,810,743	270,433	229,504	53,431	635,833	45,830	1,235,031	575,712
Chicago, Peoria & St. Louis R. R.	338,719	98,846	558,796	63,080	98,928	21,519	194,395	16,637	394,559	164,237
Chicago, Terre Haute & Southeastern Ry	406,048	58,299	475,864	98,102	94,321	8,717	148,050	22,638	371,828	104,036
Cincinnati, Hamilton & Dayton Ry	2,022,200	483,127	2,785,746	310,649	464,846	62,641	1,032,462	54,619	1,925,217	860,529
Cincinnati Northern R. R.	284,399	73,335	375,327	67,686	66,495	7,957	140,650	9,864	292,652	82,675
Cleveland, Cincinnati, Chicago & St. Louis Ry	5,726,180	2,361,334	8,797,049	1,069,290	1,475,723	202,122	3,079,007	165,141	5,991,283	2,805,766
Detroit & Mackinac Ry	201,903	104,053	326,233	55,374	38,334	6,951	112,591	8,618	221,868	104,365
Detroit & Toledo Shore Line R. R.	320,356	....	321,912	67,687	17,917	3,598	86,213	6,863	182,278	139,634
Detroit, Grand Haven & Milwaukee Ry	340,000	197,000	614,941	195,860	77,572	21,858	288,632	14,845	598,767	16,174
Detroit, Toledo & Ironton Ry	355,667	49,309	438,080	74,626	41,548	8,034	185,524	16,414	326,146	111,934
Grand Rapids & Indiana Ry	790,853	634,461	1,542,220	180,955	206,142	34,609	594,948	45,226	1,061,880	480,340
Grand Trunk Western Ry	1,028,000	641,000	1,780,740	262,575	235,131	62,222	687,950	41,026	1,288,904	491,836
Hocking Valley Ry	1,722,625	280,108	2,153,274	222,646	401,032	26,376	590,465	43,169	1,283,688	869,586
Illinois Central R. R.	10,333,829	3,649,933	16,132,071	2,457,861	3,622,617	340,319	6,000,034	381,342	12,802,173	3,329,898
Kanawha & Michigan Ry	777,026	107,436	903,162	120,926	137,319	6,851	244,982	18,233	528,311	374,851
Lake Erie & Western R. R.	1,226,062	278,305	1,587,764	241,973	267,723	37,923	547,273	32,904	1,127,796	459,968
Lake Shore & Michigan Southern Ry	9,164,733	3,670,855	14,322,853	1,902,304	2,334,958	256,101	4,147,742	232,990	8,874,095	5,451,758
Michigan Central R. R.	5,105,312	2,593,458	8,520,106	1,068,861	1,229,490	189,987	3,147,259	135,223	5,770,829	2,749,277
New York, Chicago & St. Louis R. R.	2,404,313	465,830	2,982,694	418,755	370,170	143,803	1,211,553	46,259	2,190,549	792,145
Pennsylvania Co.	13,559,036	2,788,242	18,021,525	2,472,146	2,970,678	248,711	5,579,507	285,016	11,556,058	6,465,467
Peoria & Eastern Ry	679,358	196,508	932,954	124,103	149,849	13,595	315,284	17,111	619,936	313,018
Pere Marquette R. R.	2,749,332	1,364,334	4,508,749	606,064	707,941	107,595	1,754,487	113,748	3,289,865	1,218,884
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	8,069,811	3,305,794	11,418,679	1,663,066	2,048,157	212,742	3,797,567	297,853	7,980,967	3,[illegible]
Pittsburgh & Lake Erie R. R.	[illegible]	473,580	[illegible]	481,365	285,255	46,983	1,917,653	73,780	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Toledo, St. Louis & Western R. R.	832,840	107,987	1,005,240	173,264	153,309	24,714	333,651	26,713	711,651	293,589
Vandalia R. R.	1,910,012	654,511	2,882,778	413,953	501,759	78,168	989,060	54,408	2,037,348	845,430
Wabash R. R.	5,592,857	2,112,067	8,449,855	1,103,114	1,425,847	265,110	3,034,170	189,992	6,018,233	2,431,622
Wheeling & Lake Erie R. R.	1,909,761	212,457	2,238,199	270,547	384,575	25,108	649,478	41,561	1,371,269	866,930
Wabash Pittsburgh Terminal Ry	166,144	25,433	201,885	34,429	39,339	5,426	74,798	13,694	167,686	34,199
Total	95,931,779	29,575,832	137,620,052	18,827,085	23,685,646	2,878,886	46,001,784	2,732,670	94,126,071	43,493,981
GROUP II.										
Baltimore & Ohio R. R.	$19,726,704	$4,512,527	$25,697,527	$3,685,023	$4,587,702	$494,908	$8,553,046	$485,382	$17,806,061	$7,891,466
Erie R. R.	10,293,582	2,816,027	14,141,585	1,745,942	2,293,038	281,627	4,304,319	250,227	8,875,153	5,266,432
Total	30,020,286	7,328,554	39,839,112	5,430,965	6,880,740	776,535	12,857,365	735,609	26,681,214	13,157,898
GROUP III.										
Ann Arbor R. R.	$324,130	$177,462	$536,465	$68,308	$63,653	$12,462	$179,147	$24,403	$347,973	$188,492
Chesapeake & Ohio Ry. of Indiana	456,000	103,000	585,000	131,000	131,000	10,000	240,000	5,000	517,000	68,000
Chicago & Alton R. R.	2,497,107	1,210,877	3,987,018	552,052	814,448	116,484	1,290,176	91,981	2,865,141	1,121,877
Chicago & Eastern Illinois R. R.	2,963,862	848,212	4,132,373	572,468	832,266	70,985	1,462,852	128,617	3,067,188	1,065,185
Chicago & Erie R. R.	1,111,770	210,281	1,444,065	297,288	291,388	62,756	662,158	32,065	1,345,655	98,410
Chicago, Indiana & Southern R. R.	890,165	89,236	1,011,839	152,693	276,234	24,697	328,898	24,064	806,677	205,162
Chicago, Indianapolis & Louisville Ry	1,167,579	485,192	1,810,743	270,433	229,504	53,431	635,833	45,830	1,235,031	575,712
Chicago, Peoria & St. Louis R. R.	338,719	98,846	558,796	63,080	98,928	21,519	194,393	16,637	394,559	164,237
Chicago, Terre Haute & Southeastern Ry	406,048	58,299	475,864	98,102	94,321	8,717	148,050	22,638	371,828	104,036
Cincinnati, Hamilton & Dayton Ry	2,022,200	483,127	2,785,746	310,649	464,846	62,641	1,032,462	54,619	1,925,217	860,529
Cincinnati Northern R. R.	284,399	73,335	375,327	67,686	66,495	7,957	140,650	9,864	292,652	82,675
Cleveland, Cincinnati, Chicago & St. Louis Ry	5,726,180	2,361,334	8,797,049	1,069,290	1,475,723	202,122	3,079,007	165,141	5,991,283	2,805,766
Detroit & Mackinac Ry	201,903	104,053	326,233	55,374	38,334	6,951	112,591	8,618	221,868	104,365
Detroit & Toledo Shore Line R. R.	320,356	....	321,912	67,687	17,917	3,598	86,213	6,863	182,278	139,634
Detroit, Grand Haven & Milwaukee Ry	340,000	197,000	614,941	195,860	77,572	21,858	288,632	14,845	98,767	16,174
Detroit, Toledo & Ironton Ry	355,667	49,309	438,080	74,626	41,548	8,034	185,524	16,414	326,146	111,934
Grand Rapids & Indiana Ry	790,853	634,461	1,542,220	180,955	206,142	34,609	594,948	45,226	1,061,880	480,340
Grand Trunk Western Ry	1,028,000	641,000	1,780,740	262,575	235,131	62,222	687,950	41,026	1,288,904	491,836
Illinois Central R. R.	10,333,829	3,649,933	16,132,071	2,457,861	3,622,617	340,319	6,000,034	381,342	12,802,173	3,329,898
Lake Erie & Western R. R.	1,226,062	278,305	1,587,764	241,973	267,723	37,923	547,273	32,904	1,127,796	459,968
New York, Chicago & St. Louis R. R.	2,404,313	465,830	2,982,694	418,755	370,179	143,803	1,211,553	46,259	2,190,549	792,145
Peoria & Eastern Ry	679,358	196,568	932,954	124,103	149,843	13,595	315,284	17,111	619,936	313,018
Pere Marquette R. R.	2,746,332	1,364,334	4,508,749	606,094	707,941	107,595	1,754,487	113,748	3,289,865	1,218,884
Toledo, Peoria & Western Ry	201,946	133,728	353,050	58,216	70,343	7,168	120,390	10,321	266,438	86,612
Toledo, St. Louis & Western R. R.	832,840	107,987	1,005,240	173,264	153,309	24,714	333,651	26,713	711,651	293,589
Vandalia R. R.	1,910,012	654,511	2,882,778	413,953	501,759	78,168	989,060	54,408	2,037,348	845,430
Wabash R. R.	5,592,857	2,112,067	8,449,855	1,103,114	1,425,847	265,110	3,034,170	189,992	6,018,233	2,431,622
Wabash Pittsburgh Terminal Ry	166,144	25,433	201,885	34,429	39,339	5,426	74,798	13,694	167,686	34,199
Total	47,318,431	16,813,720	79,561,451	10,121,888	12,764,350	1,814,864	25,730,277	1,640,343	52,071,722	18,489,729

Income and operating accounts, 40 Central Freight Association roads (first quarter, fiscal year 1914).

[Page 4; D denotes decrease or deficit.]

GROUP I.

Roads.	Operating revenues.			Operating expenses.						Net operating revenues.
	Freight.	Passenger.	Total, including miscellaneous.	Maintenance. Way and structures.	Maintenance. Equipment.	Traffic.	Transportation.	General.	Total.	
Ann Arbor R. R	$347,090	$176,298	$561,018	$72,166	$72,215	$14,242	$186,836	$19,539	$364,998	$196,020
Bessemer & Lake Erie R. R	2,944,552	157,034	3,138,698	262,574	508,937	29,976	679,320	33,763	1,514,870	1,623,828
Chesapeake & Ohio Ry. of Indiana	538,000	120,000	682,000	114,000	134,000	11,000	264,000	6,000	529,000	152,000
Chicago & Alton R. R	2,670,894	1,237,627	4,191,629	523,873	796,702	116,631	1,450,934	104,715	2,992,855	1,198,774
Chicago & Eastern Illinois R. R	3,096,047	857,441	4,288,063	861,897	970,662	69,596	1,496,736	116,162	3,515,053	773,009
Chicago & Erie R. R	1,074,011	203,756	1,402,605	304,473	335,298	63,754	692,634	35,803	1,431,962	D 29,357
Chicago, Indiana & Southern R. R	902,768	96,342	1,032,861	170,463	331,797	22,311	350,866	31,123	906,560	126,301
Chicago, Indianapolis & Louisville Ry	1,217,076	494,813	1,867,972	284,523	276,277	59,152	650,570	47,654	1,318,176	549,796
Chicago, Peoria & St. Louis R. R	294,797	97,093	416,699	77,035	99,693	20,250	192,975	15,226	405,179	11,520
Chicago, Terre Haute & Southeastern Ry	452,762	57,202	522,500	90,433	126,343	9,470	157,930	24,393	408,569	113,931
Cincinnati, Hamilton & Dayton Ry	1,948,857	522,275	2,782,995	437,763	438,817	68,122	1,249,640	62,355	2,254,697	528,298
Cincinnati Northern R. R	296,476	79,720	394,815	84,027	111,738	8,104	167,591	10,415	381,875	12,940
Cleveland, Cincinnati, Chicago & St. Louis Ry	6,006,497	2,562,801	9,348,331	1,505,029	2,375,660	223,836	3,749,805	185,270	8,039,600	1,308,731
Detroit & Mackinac Ry	203,861	105,393	330,367	40,748	45,498	7,176	116,447	7,865	217,734	112,633
Detroit & Toledo Shore Line R. R	371,445	....	373,144	47,102	20,393	4,106	104,295	8,067	181,963	191,181
Detroit, Grand Haven & Milwaukee Ry	343,500	211,500	640,998	78,877	83,839	19,967	307,098	16,009	505,790	135,208
Detroit, Toledo & Ironton Ry	327,642	47,045	408,279	115,028	180,687	7,452	226,523	17,012	546,702	D 138,423
Grand Rapids & Indiana Ry	772,381	717,928	1,602,078	218,466	219,985	33,689	645,840	47,718	1,167,698	434,380
Grand Trunk Western Ry	1,089,000	671,500	1,876,193	263,347	327,992	67,169	835,799	49,507	1,543,814	332,379
Hocking Valley Ry	1,861,001	282,013	2,316,678	262,715	412,583	26,055	680,167	44,863	1,426,383	890,295
Illinois Central R. R	10,891,196	3,752,673	16,776,696	2,602,638	3,862,053	314,099	5,918,225	393,529	13,090,544	3,686,152
Kanawha & Michigan Ry	788,310	109,345	917,541	136,678	189,106	7,866	251,282	20,509	605,441	312,100
Lake Erie & Western R. R	1,232,922	273,587	1,599,050	282,820	343,916	33,929	592,146	36,805	1,289,616	309,436
Lake Shore & Michigan Southern Ry	9,505,059	4,044,711	15,168,265	2,198,762	2,897,022	277,409	4,820,115	283,361	10,476,669	4,691,596
Michigan Central R. R	5,418,166	2,924,628	9,193,734	1,564,228	1,580,589	206,154	3,624,697	159,132	7,134,800	2,058,934
New York, Chicago & St. Louis R. R	2,392,416	515,430	3,012,980	441,529	501,739	142,656	1,238,494	53,036	2,377,454	635,526
Pennsylvania Co	13,962,040	3,012,665	18,032,176	2,439,752	3,223,515	270,557	6,402,460	339,159	12,081,443	5,950,733
Peoria & Eastern Ry	617,884	202,816	897,277	135,576	227,380	15,376	335,883	17,572	731,787	165,490
Pere Marquette R. R	2,586,563	1,341,750	4,324,976	824,803	852,047	100,471	1,786,367	118,751	3,682,439	642,537
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	8,068,345	2,575,728	11,865,833	1,866,253	2,313,752	224,070	4,305,414	226,877	8,936,366	2,929,467
Pittsburgh & Lake Erie R. R	4,472,703	555,884	5,213,647	566,579	952,798	42,281	1,208,412	80,320	2,850,390	2,363,257
Toledo & Ohio Central Ry	1,458,720	204,038	1,764,356	300,134	312,970	22,770	636,072	29,838	1,301,790	462,566
Toledo, Peoria & Western Ry	169,372	140,400	405,118	78,518	80,874	7,910	140,434	10,925	320,878	84,240

[illegible]	[illegible]	709,489	3,085,128	430,810	563,829	82,716	1,139,368	59,586	2,276,309	808,819
Wabash R. R.	5,475,129	2,212,317	8,380,438	1,058,224	1,394,209	274,713	3,114,603	208,525	6,050,274	2,330,164
Wheeling & Lake Erie R. R.	2,064,868	204,280	2,379,063	475,142	436,258	25,663	709,171	52,605	1,698,839	680,224
Wabash Pittsburgh Terminal Ry	255,369	26,069	293,505	42,636	54,062	5,991	88,767	11,740	203,196	90,309
Total	99,199,763	31,631,406	143,255,453	21,327,317	27,830,347	2,989,334	50,992,112	3,016,084	106,155,194	37,100,260

GROUP II.

Baltimore & Ohio R. R.	$21,149,012	$4,877,673	$27,479,818	$3,679,437	$4,374,220	$586,180	$9,765,736	$588,054	$18,993,627	$8,486,191
Erie R. R.	10,213,982	2,964,184	14,241,136	1,992,851	2,502,251	316,026	4,588,617	323,539	9,723,284	4,517,852
Total	31,362,994	7,841,857	41,720,954	5,672,288	6,876,471	902,206	14,354,353	911,593	28,716,911	13,004,043

GROUP III.

Ann Arbor R. R.	$347,090	$176,298	$561,018	$72,166	$72,215	$14,242	$186,836	$19,539	$364,998	$196,020
Chesapeake & Ohio Ry. of Indiana	538,600	120,000	682,000	114,000	134,000	11,000	264,000	6,000	529,000	152,000
Chicago & Alton R. R.	2,670,894	1,237,627	4,191,629	523,873	796,702	116,631	1,450,934	104,715	2,993,855	1,198,774
Chicago & Eastern Illinois R. R.	3,096,047	857,441	4,288,063	861,897	970,662	69,596	1,496,736	116,162	3,515,053	773,009
Chicago & Erie R. R.	1,074,011	203,756	1,402,605	304,473	335,298	63,754	692,634	35,803	1,431,962	D 29,357
Chicago, Indiana & Southern R. R.	902,768	96,342	1,032,861	170,463	331,797	22,311	350,866	31,123	906,560	126,301
Chicago, Indianapolis & Louisville Ry	1,217,076	494,813	1,867,972	284,523	276,277	59,152	650,570	47,654	1,318,176	549,796
Chicago, Peoria & St. Louis R. R.	294,797	97,093	416,699	77,035	99,693	20,250	192,975	15,226	405,179	11,520
Chicago, Terre Haute & Southeastern Ry	452,762	57,202	522,500	90,433	126,343	9,470	157,930	24,393	408,569	113,931
Cincinnati, Hamilton & Dayton Ry	1,948,857	522,275	2,782,995	437,763	438,817	68,122	1,249,640	60,355	2,254,697	528,298
Cincinnati Northern R. R.	296,476	79,720	394,815	84,027	111,738	8,104	167,591	10,415	381,875	12,940
Cleveland, Cincinnati, Chicago & St. Louis Ry	6,006,497	2,562,801	9,348,331	1,505,029	2,375,660	223,836	3,749,805	185,270	8,039,600	1,308,731
Detroit & Mackinac Ry	203,861	105,393	330,367	40,748	45,498	7,176	116,447	7,865	217,734	112,633
Detroit & Toledo Shore Line R. R.	371,445	....	373,144	47,102	20,393	4,106	104,295	8,067	181,963	191,181
Detroit, Grand Haven & Milwaukee Ry	343,500	211,500	640,998	78,877	83,839	19,967	307,098	16,009	505,790	135,208
Detroit, Toledo & Ironton Ry	327,642	47,045	408,279	115,028	180,687	7,452	226,523	17,012	546,702	D 138,423
Grand Rapids & Indiana Ry	772,381	717,928	1,602,078	218,466	219,985	33,689	645,840	47,718	1,167,698	434,380
Grand Trunk Western Ry	1,089,000	671,500	1,876,193	263,347	327,992	67,169	835,799	49,507	1,543,814	332,379
Illinois Central R. R.	10,891,196	3,752,673	16,776,696	2,602,638	3,862,053	314,099	5,918,225	393,529	13,090,544	3,686,152
Lake Erie & Western R. R.	1,232,922	273,587	1,599,050	282,820	343,916	33,929	592,146	36,805	1,289,616	309,436
New York, Chicago & St. Louis R. R.	2,392,416	515,430	3,012,980	441,529	501,739	142,656	1,238,494	53,036	2,377,454	635,526
Peoria & Eastern Ry	617,884	202,816	897,277	135,576	227,380	15,376	335,883	17,572	731,787	165,490
Pere Marquette R. R.	2,586,563	1,341,750	4,324,976	824,803	852,047	100,471	1,786,367	118,751	3,682,439	642,537
Toledo, Peoria & Western Ry	199,372	145,465	364,118	78,335	86,874	7,310	146,434	10,925	329,878	34,240
Toledo, St. Louis & Western R. R.	1,013,111	123,305	1,208,738	127,585	169,103	47,239	408,196	26,349	778,472	430,266
Vandalia R. R.	2,056,918	709,489	3,085,128	430,810	563,829	82,716	1,139,368	59,586	2,276,309	808,819
Wabash R. R.	5,475,129	2,212,317	8,380,438	1,058,224	1,394,209	274,713	3,114,603	208,525	6,050,274	2,330,164
Wabash Pittsburgh Terminal Ry	255,369	26,069	293,505	42,636	54,062	5,991	88,767	11,740	203,196	90,309
Total	48,673,984	17,561,635	72,665,453	11,314,206	15,002,808	1,850,527	27,615,002	1,739,651	57,522,194	15,142,260

Statement showing income account and corporate relationship of small Central Freight Association roads (fiscal years 1910–1911).

[Page 5.]

	Mileage operated.	Operating revenues.	Operating expenses.	Taxes.	Taxes and operating expenses.	Operating ratio taxes included.	Net operating revenue.		Gross corpoate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
							Before deducting taxes.	After deducting taxes.					
						Per cent.							
Independent roads	1,556	$4,048,047	$3,138,573	$205,596	$3,344,169	82.6	$909,474	$703,878	$847,760	$1,142,294	*$294,534*	$62,500	*$357,034*
Subsidiary roads	865	3,543,590	3,047,267	172,528	3,219,795	90.9	496,323	323,795	442,458	836,286	*393,828*	76,800	*470,628*
Total, 1910	2,421	7,591,637	6,185,840	378,124	6,563,964	86.1	1,405,797	1,027,673	1,290,218	1,978,580	*688,362*	139,300	*827,662*
Independent roads	1,424	3,692,739	2,951,412	187,391	3,138,803	85.1	741,327	553,936	554,256	1,156,948	*602,692*	97,500	*700,192*
Subsidiary roads	1,004	4,065,143	3,491,999	200,280	3,692,279	90.7	573,144	372,864	498,459	954,346	*455,887*	76,800	*532,687*
Total, 1911	2,428	7,757,882	6,443,411	387,671	6,831,082	88.0	1,314,471	926,800	1,052,715	2,111,294	*1,058,579*	174,300	*1,232,879*

1910, INDEPENDENT ROADS.

	Mileage operated.	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Arcadia & Betsey River Ry	21	$13,076	$13,238	*$162*	*$1,239*	....	*$1,239*	....	*$1,239*
Ashland & Western Ry	22	47,075	40,481	6,594	5,196	$14,612	*9,416*	....	*9,416*
Boyne City, Gaylord & Alpena R. R	93	251,057	182,007	69,050	57,267	32,058	25,209	....	25,209
Central Indiana Ry	127	189,960	195,020	*5,060*	*20,699*	79,336	*100,035*	....	*100,035*
Chicago & Illinois Midland Ry	25	85,236	62,829	22,407	30,512	81,088	*50,576*	....	*50,576*
Chicago & Wabash Valley Ry	38	10,614	23,494	*12,880*	*13,983*	2,341	*16,324*	....	*16,324*
Chicago, Milwaukee & Gary Ry	128	313,946	337,326	*23,380*	*53,291*	126,270	*179,561*	....	*179,561*
Cincinnati, Bluffton & Chicago R. R	53	64,950	61,987	2,963	1,206	75,000	*73,704*	....	*73,704*
Cincinnati, Georgetown & Portsmouth R. R	54	174,531	129,149	45,382	39,643	5,690	33,953	....	33,953
Columbus & Southern Ry	23	14,159	13,830	329	164	....	164	....	164
Dayton, Lebanon & Cincinnati R. R	30	43,571	46,232	*2,661*	*4,149*	4,657	*8,806*	....	*8,806*
East Jordan & Southern R. R	31	87,089	60,686	26,403	21,540	....	21,540	$12,500	9,040
Illinois Southern Ry	135	373,891	300,605	73,286	56,921	211,710	*154,789*	....	*154,789*
Jamestown, Chautauqua & Lake Erie Ry	35	99,131	118,332	*19,201*	*23,601*	48,087	*71,688*	....	*71,688*
Kalamazoo, Lake Shore & Chicago Ry	59	126,814	98,493	28,321	22,989	56,257	*33,268*	....	*33,268*
Lorain & West Virginia Ry	35	154,558	68,645	85,913	149,080	124,800	24,880	....	24,880
Manistee & Grand Rapids R. R	77	86,340	84,453	1,887	*5,815*	21,728	*27,541*	....	*27,541*
Manistee & Northwestern R. R	167	455,581	346,768	108,813	70,511	72,046	6,508	....	6,508
Marietta, Columbus & Cleveland R. R	49	81,226	113,343	[illegible]	(Incomplete data.)				
[illegible]	13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	[illegible]

Ohio River & Columbus Ry	24	18,692	26,559	*7,867*	*8,757*	4,969	*13,726*	....	*13,726*
Pittsburg, Chartiers & Youghiogheny Ry	22	393,043	186,943	206,100	198,982	40,490	158,492	....	158,492
St. Joseph Valley R. R	43	39,604	36,241	3,363	....	....	....	(Incomplete data.)	
Tionesta Valley Ry	87	241,678	146,670	95,008	98,341	1,709	96,632	50,000	46,632
Wabash, Chester & Western R. R	65	140,562	106,957	33,605	26,593	44,235	*17,642*	....	*17,642*
Western Allegheny R. R	53	172,771	134,191	38,580	34,271	46,431	*12,160*	....	*12,160*
Youngstown & Ohio River R. R	36	193,483	101,662	91,821	86,918	23,291	63,627	....	63,627
	1,556	4,048,047	3,138,573	909,474	847,760	1,142,294	*294,534*	62,500	*357,034*
Taxes	....	....	....	205,596	....	....	....	....	....
Net after taxes	....		....	703,878	....	....	....	....	....

SUBSIDIARY ROADS.

Road.	Subsidiary of—	Mileage operated.	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Chicago, Kalamazoo & Saginaw Ry	Michigan Central R. R	55	$222,843	$140,298	$82,545	$67,136	$64,924	$2,212	....	$2,212
Cincinnati, Lebanon & Northern Ry	Pennsylvania Co	45	404,503	269,742	134,761	161,538	79,742	81,796	$33,000	48,796
Dayton & Union R. R	Cleveland, Cincinnati, Chicago & St. Louis Ry	47	162,556	123,555	39,001	38,235	26,902	11,333	....	11,333
Detroit & Charlevoix R. R	Michigan Central R. R	52	99,405	98,937	468	*7,215*	14,899	*22,114*	....	*22,114*
Dunkirk, Allegheny Valley & Pittsburg R. R.	New York Central & Hudson River R. R.	91	311,313	276,185	35,128	24,618	37,016	*12,398*	....	*12,398*
Grand Trunk Lines, viz:¹										
Chicago, Detroit & Can. Gr. Tr. Jct. R. R.	Grand Trunk Western Ry	60	636,613	633,420	3,193	*25,492*	76,618	*102,110*	43,800	*145,910*
Cincinnati, Saginaw & Mackinaw R. R.	do	53	203,509	222,840	*19,331*	*35,112*	46,272	*81,384*	....	*81,384*
Michigan Air Line Ry	do	106	153,222	184,926	*31,704*	*42,014*	79,308	*121,322*	....	*121,322*
Pontiac, Oxford & Northern Ry	do	101	248,089	178,978	69,111	53,578	45,554	8,024	....	8,024
Toledo, Saginaw & Muskegon Ry	do	116	148,189	166,336	*18,147*	*29,527*	94,958	*124,485*	....	*124,485*
Pittsburg, Lisbon & Western R. R	Wheeling & Lake Erie R. R	27	68,001	47,969	20,032	24,408	20,023	4,385	....	4,385
West Side Belt R. R	Wabash Pittsburg Terminal Ry	22	386,143	214,219	171,924	175,185	116,233	58,952	....	58,952
Zanesville & Western Ry	Toledo & Ohio Central Ry	90	499,204	489,862	9,342	37,120	133,837	*96,717*	....	*96,717*
		865	3,543,590	3,047,267	496,323	442,458	836,286	*393,828*	76,800	*470,628*
Taxes		....	....	....	172,528	....	....	....	....	....
Net after taxes		....	....	....	323,795	....	....	....	....	....

¹ Net corporate income all Grand Trunk lines west of Detroit and St. Clair Rivers, *$361,830*.

Figures in italic appear in red in the original.

Income account and corporate relationship of small Central Freight Association roads, 1911.

[Page 6.]

INDEPENDENT ROADS.

Road.	Mileage operated.	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Arcadia & Betsey River Ry	21	$21,574	$22,764	*$1,190*	*$2,422*	$585	*$3,007*	....	*$3,007*
Ashland & Western Ry	22	45,756	44,294	1,462	*3*	14,377	*14,380*	....	*14,380*
Boyne City, Gaylord & Alpena R. R	88	248,773	191,324	57,449	48,674	32,026	16,648	....	16,648
Chicago & Illinois Midland Ry	25	95,281	66,283	28,998	34,229	83,120	*48,891*	....	*48,891*
Chicago & Wabash Valley Ry	35	11,816	26,852	*15,036*	*17,286*	2,069	*19,355*	....	*19,355*
Chicago, Milwaukee & Gary Ry	129	298,595	312,061	*13,466*	*36,997*	150,889	*187,886*	....	*187,886*
Cincinnati, Bluffton & Chicago R. R	53	67,991	63,449	4,542	*2,708*	75,000	*77,708*	....	*77,708*
Cincinnati, Georgetown & Portsmouth R. R	54	175,541	144,132	31,409	24,272	27,077	*2,805*	....	*2,805*
Columbus & Southern Ry	23	15,008	16,027	*1,019*	*1,757*	....	*1,757*	....	*1,757*
Dayton, Lebanon & Cincinnati R. R	30	62,177	53,860	8,317	6,016	5,918	98	....	98
East Jordan & Southern R. R	31	93,325	60,124	33,201	Figures incomplete.		....	....	....
Illinois Southern Ry	135	481,243	409,330	71,913	55,114	213,780	*158,666*	....	*158,666*
Jamestown, Chautauqua & Lake Erie Ry	35	102,247	108,633	*6,386*	*10,771*	44,123	*54,894*	....	*54,894*
Kalamazoo, Lake Shore & Chicago Ry	59	104,772	81,470	23,302	18,143	43,357	*25,214*	....	*25,214*
Lorain & West Virginia Ry	35	167,280	62,917	104,363	99,005	132,874	*33,869*	....	*33,869*
Manistee & Grand Rapids R. R	77	81,798	81,412	386	*6,882*	22,590	*29,472*	....	*29,472*
Manistee & Northeastern R. R	190	525,205	410,585	114,620	81,555	90,785	*9,230*	....	*9,230*
Marietta, Columbus & Cleveland R. R	48	75,656	103,433	*27,777*	*31,909*	17,066	*48,975*	....	*48,975*
Montour R. R	13	150,625	92,293	58,332	55,636	17,495	38,141	....	38,141
New Jersey, Indiana & Illinois R. R	12	48,301	24,236	24,065	22,099	14,203	7,896	....	7,869
Ohio River & Columbus Ry	24	18,240	33,547	*15,307*	*16,490*	5,146	*21,636*	....	*21,636*
St. Joseph Valley R. R	43	42,805	38,266	4,539	1,331	....	1,331	....	1,331
Tionesta Valley Ry	87	237,767	157,128	80,639	78,395	3,130	75,265	$75,000	265
Wabash, Chester & Western R. R	65	134,022	112,981	21,041	14,430	48,397	*33,967*	....	*33,967*
Western Allegheny R. R	53	163,803	123,219	40,584	36,572	50,485	*13,913*	....	*13,913*
Youngstown & Ohio River R. R	37	223,138	110,792	112,346	106,010	62,456	43,554	22,500	21,054
	1,424	3,692,739	2,951,412	741,327	554,256	1,156,948	*602,692*	97,500	*700,192*
Taxes	....	....	....	187,391	....	....	....	....	....
Net after taxes	....	....	....	553,936	....	....	....	....	....

Road.	Subsidiary of—	Mileage operated.	Operating revenues.	Operating expenses.	Net operating revenues.	Gross corporate income.	Deductions.	Net corporate income.	Dividends.	Balance after dividends.
Central Indiana Ry	Cleveland, Cincinnati, Chicago & St. Louis Ry. Pennsylvania Co.	127	$173,923	$196,175	*$22,252*	*$40,027*	$76,213	*$116,240*	....	*$116,240*
Chicago, Kalamazoo & Saginaw Ry	Michigan Central R. R.	45	201,967	109,929	92,038	83,282	59,357	23,925	....	23,925
Cincinnati, Lebanon & Northern Ry	Pennsylvania Co.	45	451,070	303,794	147,276	170,247	77,961	92,286	$33,000	59,286
Dayton & Union R. R.	Cleveland, Cincinnati, Chicago & St. Louis Ry.	47	148,453	107,803	40,650	35,351	20,644	14,707	....	14,707
Detroit & Charlevoix R. R.	Michigan Central R. R.	52	86,993	72,793	14,200	6,359	6,835	*476*	....	*476*
Dunkirk, Allegheny Valley & Pittsburg R. R.	New York Central & Hudson River R. R.	91	324,075	287,873	36,202	17,883	35,638	*17,755*	....	*17,755*
Grand Trunk Lines, viz:[1]										
Chicago, Detroit & Can. Gr. Tr. Jct. R. R.	Grand Trunk Western Ry	60	730,274	698,016	32,258	3,401	88,093	*84,692*	43,800	*128,492*
Cincinnati, Saginaw & Mackinaw R. R.	do	53	207,224	232,292	*25,068*	*37,610*	45,355	*82,965*	....	*82,965*
Michigan Air Line Ry	do	106	151,929	195,780	*43,851*	*53,859*	80,227	*134,086*	....	*134,086*
Pontiac, Oxford & Northern Ry	do	101	232,136	212,088	20,048	6,745	35,664	*28,919*	....	*28,919*
Toledo, Saginaw & Muskegon Ry	do	116	153,328	172,466	*19,138*	*30,486*	96,443	*126,929*	....	*126,929*
Pittsburg, Chartiers & Youghiogheny Ry.	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Pittsburg & Lake Erie R. R.	22	315,377	208,483	106,894	101,673	38,972	62,701	....	62,701
Pittsburg, Lisbon & Western R. R.	Wheeling & Lake Erie R. R.	27	68,331	46,373	21,958	26,382	21,897	4,485	....	4,485
West Side Belt R. R.	Wabash Pittsburg Terminal Ry	22	387,181	268,321	118,860	116,329	114,062	2,267	....	2,267
Zanesville & Western Ry	Toledo & Ohio Central Ry	90	432,882	379,813	53,069	92,789	156,985	*64,196*	....	*64,196*
		1,004	4,065,143	3,491,999	573,144	498,459	954,346	*455,887*	76,800	*532,687*
Taxes					200,280					
Net after taxes					372,864					

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[1] Net corporate income, all Grand Trunk Lines west of Detroit & St. Clair River, *$913,269*.

Figures in italic appear in red in the original.

Sources of other income.

FROM SECURITIES OWNED BY THE PENNSYLVANIA COMPANY DURING THE CALENDAR YEAR 1912.

[Page 7.]

Income from lease of road—Steubenville extension	$61,928.64
Hire of equipment—Credit balance	178,006.17
Joint facility rent account income	338,491.96
Miscellaneous rent income	219,054.87
Dividend and interest income	12,760,722.91

Akron & Barberton Belt R. R. Co. 1st mtg. 4% cou. bonds	$300.00
Baltimore & Ohio R. R. Co. prd. stock	200,000.00
Baltimore & Ohio R. R. Co. common	807,072.00
Cambria Steel Co. stock	1,125,205.00
Cleveland, Akron & Cincinnati Ry. Co. stock	449,909.24
Cleveland, Akron & Columbus Ry. Co. new 1st con. mtg., 4% cou. bonds	213.33
Cleveland & Pittsburgh R. R. Co. spl. gtd. betterment stock	106,206.89
Cleveland & Pittsburgh R. R. Co. gen. mtg. 3½% bonds	1,767.50
Chicago, St. Louis & Pittsburgh R. R. Co. 1st con. mtg. 5% cou. bonds	200.00
Cincinnati, Lebanon & Northern Ry. Co. 1st con. mtg. 4% cou. bonds	16,000.00
Columbus & Xenia R. R. Co. stock	40.00
Dayton Union Ry. Co. 4% mtg. cou. bonds	1,276.32
Englewood Connecting Ry. Co. stock	12,500.00
Erie & Pittsburgh R. R. Co. stock	140.80
Erie & Pittsburgh R. R. Co. special gtd. stock	54,964.00
Erie & Pittsburgh R. R. Co. 3½% gold deb. bonds, reg	11,879.51
Erie & Pittsburgh R. R. Co. gen. mtg. 3½% cou. bonds	770.00
Grand Rapids & Indiana Ry. Co. 2d mtg. 4% cou. bonds	129,480.00
Grand Rapids & Indiana Ry. Co. real estate mtg	6,000.00
Indianapolis & St. Louis Ry. Co. 1st mtg. 6% cou. bonds	30,000.00
Lake Erie & Pittsburgh Ry. Co. stock	120,937.50
Lake Erie & Pittsburgh Ry. Co. 1st mtg. 4½% bonds	145,125.00
Little Miami R. R. Co. stock	42.00
Little Miami R. R. Co. spl. gtd. bet. stock	83,976.00
Little Miami R. R. Co. 1st mtg. 5% cou. bonds	400.00
Louisville Bridge Co. stock	72,118.68
Long Island R. R. Co. Eqt. Trust, 4% cert. reg	74,000.00
Norfolk & Western Ry. Co. 4% conv. gold cou. bonds	18,200.00
Norfolk & Western Ry. Co. pref. stock	200,000.00
Norfolk & Western Ry. Co. common stock	150,450.00

Ohio Connecting Ry. stock	$140,000.00
Ohio River & Western Ry. Co. 1st mtg. 4% cou. bonds	11,466.67
Penna. General Frt. Equipment Trust 4% cert., reg	404,000.00
Penna. Railroad Water Supply Trust 4% cert., reg	220,000.00
Penna. Steel Eqt. Impvmt. Trust 4% cert., reg	170,000.00
Penna. Steel Freight Car Trust, 4% cert., reg	159,000.00
Penna. Steel Rolling Stock Trust 4% cert., reg	42,000.00
Penna. Steel Co. pref stock	641,081.00
Penna., Ont. Trans. Co. 1st mtg. 5% cou. bonds	1,183.33
Pittsburgh, O. V. & Cin. R. R. Co. 1st mtg. 5% cou. bonds	72,500.00
Peoria & Pekin Union Ry. Co. 5% deb. cou. bonds	3,575.00
Pittsburgh, Cin., Chi. & St. L. Ry. Co. pref. stock	1,123,110.00
Pittsburgh, Cin., Chi. & St. L. Ry. Co. common	1,169,515.00
Pittsburgh, Cin., Chi. & St. L. Ry. Co. con. mtg. 3½% cou. bonds	2,333.33
Pittsburgh, Cin., Chi. & St. L. Ry. Co. con. mtg. 4% cou. bonds	2,833.33
Pittsburgh, Ft. Wayne & Chi. Ry. Co. gtd. spl. stock	3,156,895.00
Pittsburgh, Wheeling & Ky. R. R. Co. stock	31,266.00
Pittsburgh, Wheeling & Ky. R. R. Co. 1st con. mtg. 6% reg. bonds	1,560.00
Pittsburgh, Y. & Astabula Ry. Co. pref stock	404,250.00
Pittsburgh, Y. & Astabula Ry. Co. common	147,000.00
Pittsburgh Joint Stock Yards Co. stock	20,000.00
South-Chicago & Sou. R. R. Co. stock	42,125.00
Steubenville & Ind. R. R. Co. 1st mtg. 5% reg. bonds (ext'd)	3,605.15
Terre Haute & Peoria R. R. Co. pref. stock	33,516.00
Toledo, Col's & Ohio River Co. stock	480,000.00
Union Depot Co., Columbus, O., 1st mtg. 7% cou. bonds	5,028.33
Union Depot Co., Columbus, O., gen. mtg. 4½% cou. bonds	1,080.00
Vandalia R. R. Co. stock	465,336.00
Walhonding Coal Co. stock	15,750.00
Westinghouse Elec. & Mfg. Co. common stock	35.00
Wheeling Terminal R. R. Co. 1st mtg. 4% cou. bonds	4,000.00
Wheeling Terminal R. R. Co. stock	40,000.00
	[1] 12,833,222.91

Income from unfunded securities and accounts	290,435.20
Income from sinking and other reserve funds	94,249.33
Miscellaneous income	32,864.40
Total	13,975,753.50

Miscellaneous rent income				
Dividend and interest income				87,654.79
				176,671.90
Cincinnati, Lebanon & Northern Ry. Co. stock	$60,000.00	Union Depot Co., Columbus, O., stock	$2,983.90	
Cincinnati & Muskingum Valley R. R. Co. 4% mtg. bonds	6,000.00	Vandalia R. R. Co. stock	21,664.00	
Dayton Union Ry. Co. stock	7,490.00	Waynesboro & Washington R. R. Co. stock	19,565.00	
Little Miami R. R. Co. spl. stk. bet	11,967.00	Westinghouse Elec. & Mfg. Co. common stock	2.00	
Pittsburgh, Chartiers & Y. Ry. Co. stock	47,000.00			
Income from unfunded securities and accounts				212,175.79
Miscellaneous income				21,660.43
Total				953,259.46

LAKE SHORE & MICHIGAN SOUTHERN RY. CO. YEAR ENDED JUNE 30, 1912.

Income from lease of road				$7,500.00
Other properties—net income				3,452.09
Separately operated properties—profit				997,745.95
Dividends income				6,745,256.05
Mahoning Coal Co. pref	$19,975.00	Reading Company com	$600,150.00	
Mahoning Coal Co. com	173,180.00	Jefferson Coal Company	33,150.00	
Jamestown, Franklin & Clearfield R. R	149,727.50	Cleveland Short Line Ry. pref	176,250.00	
New York, Chicago & St. Louis R. R. 1st pr	125,150.00	Cleveland Short Line Ry. com	187,500.00	
New York, Chicago & St. Louis R. R. 2d pr	313,750.00	Kanawha & Michigan Ry	201,580.00	
New York, Chicago & St. Louis R. R. com	187,200.00	Toledo & Ohio Central R. R. pref	185,070.00	
Pittsburgh & Lake Erie Ry	2,891,746.50	Toledo & Ohio Central R. R. com	292,315.00	
Merchants Despatch Trans. Co	163,688.76	Westinghouse Electric Company	3.00	
Reading Company 1st pref	242,600.00	Pittsburgh & McKeesport & Y. R. R	21,782.79	
Reading Company 2d pref	713,250.00	Lake Erie & Pittsburgh Ry	67,187.50	
Income from funded securities				452,030.00
Pittsburgh & McKeesport & Y. R. R			96,750.00	
Terminal Ry. of Buffalo			20,000.00	
Chicago, Kalamazoo & Saginaw R. R			20,280.00	
Cleveland Short Line			315,000.00	
Income from unfunded securities and accounts				680,514.18
Miscellaneous income				14,451.78
Total				8,900,950.05

MICHIGAL CENTRAL RAILROAD CO. YEAR ENDED JUNE 30, 1912.

Dividend income				$388,080.67
Jackson, Lansing & Saginaw R. R	$23,600.50	Detroit Manufacturers R. R	$7,335.17	
Joliet & Northern Indiana R. R	15,000.00	Grand River Valley Railroad	7,845.00	
Canada Southern Ry	234,300.00	Detroit River Tunnel Company	100,000.00	
Income from funded securities				46,880.00
Bay City & Battle Creek Ry			1,440.00	
Battle Creek & St. Ry			720.00	
Tor. Ham. & Buffalo Ry			14,280.00	
Chicago, Kalamazoo & Saginaw R. R			30,440.00	
Income from unfunded securities and accounts				371,703.15
Total				806,663.82

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[1] Of this amount $72,500.00 was credited to profit and loss, being overdue interest on bonds of P. O. V. & C. R. R. Co.

ments, and Mr. Patterson, as chairman of the committee of counsel, will act for the railroads during such discussion as may follow.

Commissioner **Harlan.** Mr. Patterson.

Mr. **Patterson.** Mr. Chairman, as stated by Mr. Willard, for several days we have taken up and carefully considered with the traffic, accounting, and operating officers these various questions, and have prepared certain memoranda with reference thereto as to points which we wish to have developed before the commission for the purpose of finding out exactly the scope of the questions and the extent of the labor or expense that is involved therein and the possibility of making some suggestion with reference thereto which would minimize both the labor and expense. It seems to me the quickest way in which we could get at those would be to take up such of these questions as I shall refer to here and discuss them for a few moments in detail, and I will ask the accounting officers who are here to express their views or to make any suggestions with reference to the same.

Group B.—*Revenues and the conservation thereof.*

Question No. 6.—From the originals or copies of waybills included in freight revenue accounts for the month of October, 1913, prepare and submit statements on Forms 1, 2, 3, and 4, embracing the interstate transportation of all carload shipments from such points of origin to such points of destination as will represent the movement in the greatest volume of each of the commodities listed below, the application of the published rates, rules, and regulations to the transportation of such commodities, and certain traffic statistics in connection therewith.

Mr. **Patterson.** I will now ask your attention first, sir, to question No. 6. That is on page 9, under the heading of "Revenues and the conservation thereof."

We had assumed, from the scope of that question, that what the commission was trying to arrive at, or the information that they desire in answer to that question, was either the average rate per ton per mile on certain commodities or the average revenue per ton per mile—probably the latter, by reason of the question of the absorption of the switching charges and the deduction of lighterage charges, etc. The importance of that question, so far as the matter of work is concerned, lies in the question as to the number of points of origin and the number of points of destination desired. Obviously, if you would take the entire grain traffic and try to get that information, it would mean, for example, in the case of the Pennsylvania Railroad, the examination of a million waybills, and in the case of the New York Central Railroad an examination of 800,000 waybills, which would involve an enormous expense. I assume that that is not the information required by the question at all, but, rather, the carriers shall suggest one or two points where this traffic is of considerable importance.

Mr. Shriver, have you any suggestions with reference to this question No. 6?

Mr. **Shriver.** Mr. Patterson, we would suggest with reference to this question, as to the amount of work involved, that it would depend very largely on the number of destinations that were to be considered. We feel that in any event, regardless of the number of destinations, it would practically mean the handling of the entire waybills for a month. On the Baltimore & Ohio Railroad Co., for instance, that would mean the handling of 550,000 waybills. If leals with carloads, it would mean 55.000 carloads to be followed up, ut it would be necessary to handle all the waybills.

We found on a previous occasion, in handling that work, that it ook something like 45 days, with probably 100 men, to work up he data. Now, as to the time it will take and the amount of work nvolved, that would be a good deal determined by the number of lestinations which would be found to be necessary. On the coal illing we have selected 175 destinations as covering the principal novements, and in merchandise about 350 destinations. That would over a tonnage of 250 tons or over in the month to any one destinaion in merchandise and in coke and 5,000 tons in coal.

Now, it is just a question of whether you care to go into that at his time, or whether that is a matter that we should go over with he statisticians of the commission later.

Commissioner Harlan. Mr. Brandeis.

Mr. Brandeis. On page 10 of the questions, Mr. Commissioner, s an indication as to what this question covers:

> Before beginning the work of compiling these statements, the respondent will ubmit a preliminary statement to the commission for its approval, containing list of the principal points of origin and principal points of destination elected to represent the movement in the greatest volume of each of the comodities listed above under the four classes of rates described above.
>
> The form of this preliminary statement shall be as follows:

It was designed that the carriers should submit their suggestions o the commission, who would then, through the accounting officials, elect certain destinations, and relieve the carriers, so far as possible, rom any labor except that which was absolutely necessary to develop hat the commission had in mind.

Mr. Shriver. We have such lists here.

Mr. Brandeis. The commission will take it up promptly, and the ccounting officers will take it up at once and communicate with you n regard to it.

Mr. Bond. The question in my mind is whether, when you say "principal destinations," you mean enough to show the majority of he tonnage or whether you simply mean where there is a large tonage. That is what we could not make out; how many destinations ou had to have.

Mr. Brandeis. It was not considered a question of the majority f the tonnage, but the large tonnage, the illustrative tonnage, and e desired that you should submit your suggestions in order that e might develop the suggestions and select those which seemed to s illustrative.

Mr. Patterson. Now, Mr. Shriver, in that connection, is it of ractical importance, so far as the labor and expense are concerned, f, for instance, you select only 3 destinations or if you select 10 estinations? Take, for instance, the question of your grain moveent, your all-rail movement from Chicago, and your ex-lake moveent from Fairport. Let us assume that does not cover the bulk f the tonnage—of course, it does, in fact—but let us assume that it loes not. Is the question of using three or four destinations with eference to that of any importance, so far as the time and labor re concerned?

Mr. Shriver. To lessen the number of destinations selected, of ourse, would reduce the work very much. It would be necessary ments, and Mr. Patterson, as chairman of the committee of couns will act for the railroads during such discussion as may follow.

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> The form of this preliminary statement shall be as follows:

It was designed that the carriers should submit their suggestions the commission, who would then, through the accounting officials, lect certain destinations, and relieve the carriers, so far as possible, om any labor except that which was absolutely necessary to develop hat the commission had in mind.

Mr. **Shriver**. We have such lists here.

Mr. **Brandeis**. The commission will take it up promptly, and the counting officers will take it up at once and communicate with you regard to it.

Mr. **Bond**. The question in my mind is whether, when you say rincipal destinations," you mean enough to show the majority of e tonnage or whether you simply mean where there is a large ton-ge. That is what we could not make out; how many destinations u had to have.

Mr. **Brandeis**. It was not considered a question of the majority the tonnage, but the large tonnage, the illustrative tonnage, and desired that you should submit your suggestions in order that might develop the suggestions and select those which seemed to illustrative.

Mr. **Patterson**. Now, Mr. Shriver, in that connection, is it of actical importance, so far as the labor and expense are concerned, for instance, you select only 3 destinations or if you select 10 stinations? Take, for instance, the question of your grain move-nt, your all-rail movement from Chicago, and your ex-lake move-nt from Fairport. Let us assume that does not cover the bulk the tonnage—of course, it does, in fact—but let us assume that it es not. Is the question of using three or four destinations with ference to that of any importance, so far as the time and labor e concerned?

Mr. **Shriver**. To lessen the number of destinations selected, of urse, would reduce the work very much. It would be necessary

to review practically the entire billing in order to pick out th
various commodities, but the point, however, would be as to wh
you consider the volume of tonnage. For instance, I see that w
have 335 destinations, covering the tonnage of more than 250 tons
any one destination a month. On coal we have 175 destinations
5,000 tons or over. Now, it would be a question, possibly, of select
some minimum tonnage that the commission would desire to ha
worked up.

Commissioner **Harlan**. Mr. Shriver, do you mean that there
any great work involved in the preparation of this prelim
statement to the commission?

Mr. **Shriver**. We have such preliminary statements here, sir.
far as the Baltimore & Ohio Railroad is concerned. It is sum
rized, and that is what they represent, that there are 335 destinat
covering a tonnage of 250 tons or over in a month on mercha
and 175 destinations on coal.

Mr. **Brandeis**. I would suggest, in connection with this mat
that Mr. Carmalt will arrange for a conference between Mr. Shr
and the officers of the commission and that this matter then
brought up with a view of minimizing the work.

Mr. **Patterson**. In that connection, Mr. Wishart, do you de
to make any statement?

Mr. **Newcomb**. Mr. Chairman, I wish to say that Mr. Shriv
statement very largely covers the statement I wish to make
behalf of the Delaware & Hudson Railroad Co.

The principal observation which I wish to make is that t
would necessitate the handling of all of the revenue waybills for t
railroad covered by their files for all points of origin, and it wo
be necessary to go over completely all of the waybills, no mat
how small the amount of the commodity would be that would
finally taken off.

Some time ago an analysis was made of the carload traffic of
Delaware & Hudson Co. covering the months of October and Ap
1911, but not taking off as much data as apparently is asked for
this question. That required the employment of between 30 and
clerks for a period of 45 days. An extra force had to be organ
for that purpose, and the expense to the company was over $15
We feel that possibly the data resulting from that inquiry, w
we would be glad to submit to the commission now or at any o
time, would cover all of the purposes of this particular question.

Commissioner **Harlan**. Well, I understand the question wa
framed as to put the commission in possession of the prelimi
statements, with a view to minimizing the labor of the carr
and I also understand from what Mr. Shriver said that it would
involve much labor to present this preliminary matter to the c
mission. If that is done, then Mr. Carmalt can take it up in
ference with the various carriers, and I assume that there wi
no great difficulty in arriving at some phase that will minimiz
labor to the utmost possible extent and meet the requirements.

Mr. **Patterson**. Mr. Carmalt, will you, in that connectio
taking up the question of having this information, consider
question of having this information furnished as a system?
instance, the Pennsylvania Railroad Co., from Chicago to P

elphia, has two operating companies, and, to simplify matters, would ou take it up as a system?

Mr. **Brandeis**. All of those matters will be taken up in detail rith the commission, and we will confer with your officials on that ubject.

Mr. **Patterson**. Yes, sir.

Commissioner **Harlan**. Mr. Carmalt, are you ready to go ahead s soon as the carriers are ready?

Mr. **Carmalt**. Yes, sir.

Commissioner **Harlan**. What is the next question, Mr. Patterson?

Mr. **Patterson**. The next question, Mr. Commissioner, is question [o. 9.

Commissioner **Harlan**. On page 11?

Mr. **Patterson**. On page 11; yes, sir; question No. 9.

Question No. 9.—Give on Form No. 10, as required by headings and instrucons thereon, information regarding services performed by the respondent comany during October, 1913, in "spotting" cars for loading or unloading on rivate tracks.

Mr. **Patterson**. That question, sir, is the question regarding the rvices performed by the company during the month of October in ootting cars for the loading or unloading on private tracks. Now, n the form the first column is the location of the tracks. Do you esire a copy of the form, sir?

Commissioner **Harlan**. I have it here, Mr. Patterson.

Mr. **Brandeis**. Form No. 10?

Mr. **Patterson**. Form No. 10. That involves, as specified there, ie place of location of all of these sidings. How many sidings, Mr. hriver, would you say the Baltimore & Ohio Railroad Co. has?

Mr. **Shriver**. Of the character of sidings coming under this sub- ct probably 3,000.

Mr. **Patterson**. And the Pennsylvania Railroad Co. and the New ork Central have a substantially larger number?

Mr. **Shriver**. I believe they have.

Mr. **Patterson**. Of course the class of siding can be specified iere, and the industry served, giving the number of cars spotted. hat could be procured, I assume, if by the word "spotted" is eant there the preliminary placing of the car for loading or unload- g; but if you have a case where an industry's tracks are shifted two three times a day, and each shifting will involve a separate movement of the car, I know of no way in which that can be included.

Mr. **Brandeis**. That was not intended.

Mr. **Patterson**. It was simply intended, then, to ascertain the imber of cars which were placed for loading or unloading on ivate sidings?

Mr. **Brandeis**. And if they moved from one plant to another——

Mr. **Patterson**. Oh, that is intermill.

Mr. **Brandeis** (continuing). Then we would want that.

Mr. **Patterson**. Oh, yes. Of course, there is a separate charge for at, and it would be possible to ascertain that; but this shifting of e industry's tracks from hour to hour or day to day, there is no cord of that.

Commissioner **Harlan**. Very well.

Mr. **Patterson**. We will have to consider also the question of the description of the service.

Commissioner **Harlan**. Very well. Then we will pass to the next question, Mr. Patterson.

Mr. **Patterson**. The next questions, sir, are question No. 10, question No. 11, and question No. 12. They can be grouped.

Commissioner **Harlan**. In what group is that—C?

Mr. **Patterson**. That is group C, sir.

Commissioner **Harlan**. Very well.

Group C.—Economy.

[Special notes applying to questions in this group.]

Note 1.—Wherever copies of contracts or agreements are required to be returned the following data will be returned as supplemental and additional thereto:

(*a*) Copies of calls for bids, with names and business addresses of firms, corporations, individuals, or other parties invited to submit bids.

(*b*) Copies of all tenders or responses to calls for bids.

(*c*) Copies of all letters of acceptance of bids.

(*d*) Copies of all specifications which are to be observed by the contractor or vendor.

Note 2.—Wherever "material" is mentioned herein it will be understood to include, among other things, locomotive fuel coal and coke.

Question No. 10.—Give on Forms 11, 12, 13, and 14, as required by headings and instructions thereon, information regarding all equipment purchased or put in service by the respondent between July 1, 1898, and June 30, 1913.

Supplemental to the data furnished on the forms respondent carriers will submit the following:

(*a*) Copies of contracts. (See special note 1.)

(*b*) Lists of appliances, fittings, and fixtures to be applied.

(*c*) Statement of conditions under which the appliances, fittings, and fixtures are to be furnished. (If any appliances, fittings, or fixtures were furnished by respondent, the full conditions relative thereto should be stated.)

(*d*) Statement of the rebates to be allowed by the firms, corporations, or individuals furnishing the appliances, fittings, and fixtures.

(*e*) List showing names and business addresses of firms, corporations, or individuals, or selling agents for firms, corporations, or individuals supplying the appliances, fixtures, or fittings specified in contract or specifications.

(*f*) The names and business addresses of all firms, corporations, and individuals with whom negotiations incident to the letting of contracts or the supplying of appliances, fittings, or fixtures were conducted.

In case equipment trust obligations were issued to cover any portion of the cost of equipment returned on the forms mentioned, the respondent carrier will submit, with its return, copies of the resolutions of its executive or other committee or of its board of directors, authorizing the issuance of such obligations and a full and complete statement which will show in detail all the circumstances in connection with the disposal of the obligations, the name or names and business addresses of the purchaser or purchasers, the name or names and business addresses of all firms, corporations, or individuals who acted as intermediary in the disposal of the obligations, the price at which the securities sold, and the commissions or other expenses paid, whether charged to the cost of the equipment or otherwise.

In the case of equipment built by forces of the respondent carrier, a statement showing details of the cost will be submitted, the statement to set forth in totals only the actual cost of the labor and material used, the cost of the supervision, and the amounts added for use of tools and analogous items.

Question No. 11.—Furnish copies of all contracts or agreements entered into with corporations, firms, or individuals covering the purchase of material, including the treatment of ties and the sale of scrap, during the fiscal years ending June 30, 1910, and June 30, 1913. (See special note 1.)

Question No. 12.—Furnish copies of all specifications governing the purchase material not purchased through contract for the years ended June 30. 1910, d June 30, 1913.

Mr. Patterson. Under questions 10, 11, and 12, the commission sires copies of all contracts or agreements entered into with cor- rations, firms, or individuals covering the purchase of material, cluding the treatment of ties and the sale of scrap, during the fiscal ars ended June 30, 1910, and June 30, 1913; and to furnish copies all specifications governing the purchase of material not purchased rough contract for the years ended June 30, 1910, and June 30, 13. In addition to that, the question calls for the copies of calls r bids, the names and addresses of firms, copies of all tenders or re- onses to calls for bids, and copies of all letters of acceptance of bids. do not know how many transactions or how many separate pieces of aper that those three questions would cover. I had an estimate ade for me by one of the lines, which said that that would involve pying 13,000 pages of paper. How accurate that is I do not know. could not be, in its nature, anything much more than a guess.

How many transactions do you suppose a compliance with this estion would represent on the Baltimore & Ohio Railroad?

Mr. Shriver. Well, it would depend entirely on what you con- der a contract.

Mr. Patterson. Assuming contracts and agreements of any kind r the purchase of material and all transactions made on specification here there is no formal contract.

Mr. Shriver. If we were going to cover every material purchased the year, I think it would mean about 100,000 transactions. For atters of equipment it would involve copies of specifications and lue prints and the various tenders and a large amount of corre- ondence with relation to different parts, and in this period it would volve probably—well, we had one contract figured out in which ere were 2,000 communications in placing one lot of cars; and in is period there probably have been 10 or 15 such arrangements.

Mr. Patterson. Now, the carriers suggest, Mr. Commissioner, if he commission wishes to examine all of these documents, which ill be up in the hundreds of thousands for all of the carriers, that he most feasible way to deal with the situation would be for the arriers to prepare a list of these contracts and purchases on pecifications, submit the list to the commission, and have the com- ission indicate what contracts they wanted, and then have the orig- nals sent down here, and save the labor involved in the preparing f copies.

Mr. Brandeis. Mr. Commissioner, that seems to be an excellent uggestion.

Commissioner Harlan. Very well.

Mr. Brownell. Mr. Commissioner.

Commissioner Harlan. Mr. Brownell.

Mr. Brownell. In connection with questions 11 and 12, they call or all reports of contracts for three years past, other than those overed in question No. 10—that is, from 1908 to 1913. Is there ny reason why that same period of three years past should give the nformation as far as it is needed for the purposes of this inquiry?

Mr. Brandeis. We will consider that. I think we shall have to ave some date earlier than three years for this purpose.

Mr. **Brownell**. Well, whatever it is, it is in order to save time.

Mr. **Brandeis**. We will be glad to limit it as far as possible.

Commissioner **Harlan**. Very well. That disposes of those questions, as understood at present. What is the next question, Mr. Patterson?

Mr. **Patterson**. The next question, sir, is question No. 27:

> *Question No. 27.*—Give on Form No. 19, as required by headings, information regarding the consumption of fuel during the fiscal years ended June 30, 1910, and June 30, 1913.

This question No. 27, Form 19, Mr. Commissioner, calls for data covering the consumption of fuel by locomotives for the years ended June 30, 1910, and June 30, 1913. Now, so far as I am advised, few, if any, lines will be able to answer this question in this particular form, because they only keep their fuel consumption records on the basis of freight and passenger and switching, there being no distinction on any of the lines between revenue and nonrevenue service; and on still other lines, there being no distinction between special switching, on the one hand, and freight, passenger, and mixed, on the other hand, and therefore the only suggestion that we can make in reference to that is that the carriers will furnish that information to the extent that it is in their possession.

Mr. **Brandeis**. That is all we can ask.

Mr. **Patterson**. In connection with that question. Mr. Commissioner, as well as in connection with all of these operating questions—that is, beginning with the heading under group 2 and going down to No. 16—there are two questions involved which are of some importance, so far as the question of expense and time is concerned in answering these, and that is, in the first place, as to whether the answers shall be furnished by individual companies or by systems. If the questions are directed to individual companies, in the case of a great many lines, for instance, the car-pool lines operating over the Pennsylvania Railroad, in connection with them the labor would be tremendous in trying to sift that out between the four operating companies. I would like to ask if we could give you the information you want in that question by systems?

Mr. **Brandeis**. I think not. I think there are very great differences in the case of systems. I do not know whether that is specifically so with yours, but we have reason to think that in connection with the New York Central there are a great many differences in regard to practices and accomplishments of the different companies, parts of the New York Central system and other systems, and we suppose that the returns must be made, as such operating returns are made, independently. Up to a certain extent they have entirely independent officers, and all of these reports must be made separately.

Mr. **Patterson**. That is not the situation I am speaking of at all. I mean, taking, for instance, the Pennsylvania lines east of Pittsburgh, with four operating systems, where they have exactly the same officers and are operated under one system. They are required to make separate operating reports to the commission.

Mr. **Brandeis**. In respect to this question, if there are any specific facts with reference to particular systems which would make it desirable to depart from the provisions of the question, then we will take those up separately.

Mr. **Patterson**. That is all I meant to indicate in the first place. That is entirely satisfactory. We will have that done and will instruct the different companies who want to raise that question to ommunicate with Mr. Carmalt, or whoever is designated to take that matter up.

Mr. **Brandeis**. Yes, sir.

Mr. **Patterson**. And in that same connection, it will be very much impler, and also very much cheaper, in the case of many of these ompanies to furnish the answers to many of these operating questions by the calendar year, because that is the fiscal year of companies like the Pennsylvania and New York Central.

Mr. **Brandeis**. That would be entirely satisfactory, so far as that s the practice of the companies in their general accounting.

Commissioner **Harlan**. Mr. Patterson, returning for a moment to uestion No. 27 and the form mentioned, do you understand that any f the larger lines can give that information in the form requested?

Mr. **Patterson**. I have not met any or heard of any that can. I do not mean that that is conclusive on the question at all.

Commissioner **Harlan**. Was it your understanding, Mr. Brandeis, hat any of the carriers could give the information in the form indi- ated, on form 19, I think it is?

Mr. **Patterson**. That refers to fuel consumption by locomotives n revenue and nonrevenue service.

Mr. **Brownell**. It would be possible to give that subdivision.

Mr. **Brandeis**. Our idea was that, recognizing that there are differences in different companies as to the methods of keeping these accounts, of course we must be content with that which it is possible for them to give in the way of their company.

Commissioner **Harlan**. What is the next question, Mr. Patterson?

Mr. **Patterson**. Question No. 29.

Question No. 29.—Name and describe the types of coaling stations of the respondent, and give the average costs of handling coal for each type of station for the years ended June 30, 1910, and June 30, 1913.

Mr. **Patterson**. In connection with question No. 29, which is:

> Name and describe the types of coaling stations of the respondent and give the average costs of handling coal for each type of station for the years ended June 30, 1910, and June 30, 1913.

It will, in the case of some of the systems, eliminate the tremendous labor and expense involved if you pick out one company; for instance, as in the case of the Pennsylvania lines east of Pittsburgh, where the great bulk and nearly all of the coaling stations are on the line of the Pennsylvania Railroad—and I will make some suggestion with reference to that as with reference to the other. If that matter can be called to the attention of the committee of the commission and——

Mr. **Brandeis**. That is entirely satisfactory.

Mr. **Patterson**. For the purpose of saving time. Now, the question has arisen here, whether, where coal is taken at the tipple at the mines, that is a coaling station?

Mr. **Brandeis**. That will have to be taken up also.

Mr. **Newcomb**. I do not want to interrupt Mr. Patterson, Mr. Commissioner——

Mr. **Patterson**. Go right ahead.

Mr. **Newcomb**. But in connection with question No. 29 I want to make a suggestion. It is perfectly obvious that the character of the plant provided for the handling of the coal must depend on the quantity of coal that is handled. These vouchers might show great differences, because, in some places, you might have a high cost, because you can not afford to have a plant which could be operated at a lower cost. Perhaps it would be desirable to show the amount of coal handled.

Commissioner **Harlan**. Is not that implied in the question?

Mr. **Brandeis**. I think it was felt by the commission in regard to all of these questions that the carriers, when they answered categorically, so far as possible, the questions themselves, would append to the answer any explanation that they might deem necessary, in order that the answer would be full and fair and give the commission the full knowledge that they thought the commission ought to have.

Mr. **Patterson**.. Yes; but we propose, in answering these questions, to answer them not simply categorically, but in a way which would cover the information which you are seeking to get.

Mr. **Brandeis**. I mean, in addition to the specific answer, that you give such information as you deem will be helpful to the commission.

Commissioner **Harlan**. What is the next question, Mr. Patterson?

Mr. **Patterson**. The next question, sir, is question No. 37.

Question No. 37.—Furnish copies of all contracts for construction or renewal of roadbeds, bridges, structures, or other facilities entered into by the respondent during the fiscal years ended June 30, 1910, 1911, 1912, and 1913. (See special note 1.)

Mr. **Patterson**. Question No. 37 involves copies of all contracts for construction and renewal of roadbed, bridges, structures, or other facilities entered into by the respondent during the fiscal years ended June 30, 1910, 1911, 1912, and 1913. In addition to that, special note No. 1 requires offers for bids, acceptance of the bids, and the names and addresses of the purchasers. Of course, that will involve the furnishing of, I dare say, almost millions of documents. I asked for an estimate of one system, and they said it would involve, so far as they were concerned, furnishing over 50,000 documents; and we make the same suggestion there that we made in reference to the contracts calling for the purchase of material, that a list of those contracts be submitted to the committee of the commission, they to notify the carriers of the contracts, and originals and not copies should be shown.

Mr. **Brandeis**. That is entirely satisfactory.

Mr. **Brownell**. I also make the same suggestion as I made before that, if practicable, the time be reduced from four to, say, two years. That would greatly expedite the matter and would reduce the expense.

Mr. **Brandeis**. That will also be considered.

Commissioner **Harlan**. What is the next question, Mr. Patterson?

Mr. **Patterson**. The next question, Mr. Commissioner, is question No. 39:

Question No. 39.—Give on Forms Nos. 24 (*a*) and 24 (*b*), as required by headings and instructions thereon, information regarding movements and lading of respondent's freight cars on its own line for the period July 1908, to June 30, 1913.

Note.—The report should cover 50 box cars, 25 of 60,000 pounds capacity each and 25 of 80,000 pounds capacity each, all of which were in service at the ginning and close of the period. The cars should be selected by consecutive imbers as nearly as possible, variations from consecutive order being exained with the returns. If the respondent did not have the equipment iswering the above description, cars of different capacity may be selected as r as necessary.

Mr. PATTERSON. Question No. 39 asks us to give on Forms No. : (*a*) and 24 (*b*) information regarding the movements and lading respondent's freight cars on its own line for a period of five ears—that is, to take two sets of cars, 25 cars each, and state their ovement on the line for a period of five years, and also insert in ie column opposite each car the commodity with which it was aded, covering each particular movement for this period of five ears and the tons of the commodity and the ton-miles. Now, I ippose that, as a preliminary matter, it would be a comparatively mple thing to obtain the list of 50 cars and trace the car moveient for a period of five years, but when it comes to applying to ich one of those movements the commodity that was covered by the iovement, the tons and ton-miles, that will involve going to the ecords, I suppose, of each particular system, would it not, Mr. hriver? If you get your movement from A to B, you get that from our car records?

Mr. SHRIVER. You would have to go to the station records for that ata. It would involve probably 3,000 or 3,500 inquiries on agents, nd they would have to go back through five years' records and get hose particular dates and ladings, and that will involve a very coniderable amount of work with the agencies.

Mr. PATTERSON. If the object of this question is, as I take it, to nd out the use that this company made of this equipment, I think hat the operating committee of the carriers could probably make ome suggestions to the commission, which would outline to them a nethod of getting at this information in a much quicker and a much heaper way, and we will be glad to take that up with your comnittee.

Mr. BRANDEIS. We will be glad to have any suggestions in any ray in respect to any question which might lead to a minimizing of he work.

Mr. PATTERSON. We will now take up question No. 72, sir, on age 24:

Question No. 72.—Give on Form No. 44 (*a*), as required by headings and nstructions thereon, a statement of unproductive expenditures for permanent mprovements made by the respondent, either voluntarily or in compliance with overnmental requirements, during the period of July, 1898, to June, 1913; n Form No. 44 (*b*) a statement of unproductive expenditures other than for ermanent improvements during the same period; and on Form No. 45 a ecapitulation of the data reported on Forms Nos. 44 (*a*) and 44 (*b*).

Mr. PATTERSON. That question, sir, speaking generally, is a question which calls for the unproductive improvements made in connection with permanent improvements, and made also as an incident to operating expenses and as the result of governmental action, or as the result of voluntary action on the part of the carriers. That question goes back to 1898, and it is my information that it will be very difficult to sift this information out prior to July 1, 1907, when the new accounting regulations of the commission went into effect. Mr. Bunting, what is your idea on that?

Mr. **Bunting**. My idea on that is that since 1907 we have been working under the uniform classification of the commission, and it would be very much easier to produce the information since that year rather than to go back to 1898.

Mr. **Patterson**. We suggest that for the consideration of your committee.

Mr. **Brandeis**. We will be very glad to have it, and will take that question up.

Mr. **Brownell**. In regard to question No. 72, we also would like some additional information as to just what the commission has in mind in the use of the term "unproductive expenditures." We have had some doubt in discussing the matter ourselves, and have thought it desirable to request a more clear understanding of just what is meant. We would suggest that be left to the committee for further consideration.

Then, in connection with question No. 70, where the request is for data as to the number of annual, term, and trip passes, we are asked to give the total number of trip passes issued during the month of June, 1913, and the mileage represented by such passes. We would suggest the term "issued" be changed to "used." Of course the number of trip passes issued would be considerably greater than the number of trip passes used.

In making up the statement the question calls for information as to the mileage represented. The bureau or the officer or the person issuing passes has that information in regard to mileage, but those that have the checks of the passes that have been used can give the mileage, and it would almost halve the work, and in addition give the information much more accurately, as it would show the mileage used, instead of the mileage for the passes which are issued and not used.

Mr. **Brandeis**. The committee will consider that also, Mr. Brownell.

Mr. **Brownell**. Then in connection with questions Nos. 76, 77, and 78 I note that the period covered by question No. 75 is one year, the year ended June 30, 1913. I would suggest that the time covered by questions 76, 77, and 78 be reduced, if practicable, also to one year, and if not that, such additional time as may be necessary to give the information as far as applicable to the questions of the case. That would reduce the expense and the time very generally. We therefore ask that that be considered together with the other questions.

Mr. **Brandeis**. We will have the committee consider that also.

Mr. **Patterson**. I have nothing more.

Mr. **Lyon**. If the commissioner please, we are very much interested in knowing what is to be included in the term "unproductive expenditures" and who is to decide what are unproductive expenditures.

Commissioner **Harlan**. You mean for the purpose of answering this inquiry?

Mr. **Lyon**. Yes. The carriers are called upon to furnish information as to what they have expended upon unproductive matters, and I have a curiosity to know what is intended and who is to settle the question.

From our view everything on the railroad is productive, but that is a pure question of opinion. I would like to know what is the basis upon which the question is to be answered.

Mr. **Brandeis.** The carriers in the past have made it very clear n their statements that they deemed a very considerable proportion of the investments which had been made by them of a character which, in their opinion, might properly be called unproductive. Some of that, perhaps a large part of it, has been due to requirements of the Government.

It seemed to us and to those who had considered this carefully that he commission would be aided by a careful statement from the respective carriers as to what the aggregate amount and the character of that investment was, and whether their judgment was correct or not was a matter that could be examined upon in connection with their statement. But they ought to have the right, and it should be eft with them certainly in the first place, to say what they meant by the term "unproductive."

Mr. **Patterson.** In connection with Mr. Lyon's question, one clearly unproductive expenditure which is involved in all the railroads is this full-crew matter.

Mr. **Lyon.** Of course, what is unproductive is a question of debate. I do not know myself whether it is or not, but I imagine men might differ as to whether a car coupler was an unproductive feature. I had an impression it was, for instance, in economy.

Mr. **Brownell.** The description given on the form is pretty close to what we all understand. We simply refer it for the consideration of the committee, Mr. Brandeis, that we might have a common understanding.

Commissioner **Harlan.** At any rate, when such an understanding s reached the returns made by the carriers to the inquiry on the basis of that understanding will, of course, indicate their view as to what is to be classified as unproductive.

Have you any further suggestion to make, Mr. Brandeis?

Mr. **Brandeis.** Nothing, Mr. Commissioner.

Commissioner **Harlan.** Is there any suggestion that can be made at this time as to a further hearing?

Mr. **Brandeis.** On the memorandum which was sent out by the commission, as well as in the questions themselves, attention was called to the desirability of having such questions as could be promptly answered answered promptly, and that each question should be answered as soon as it could be, so that we might have the opportunity of studying the answers as they came in from day to day.

The only suggestion I think that we can make is to urge again that the carriers should, so far as possible, comply with the request embodied in the questions.

Mr. **Patterson.** The carriers, of course, are very glad to cooperate to that extent for the purpose of expediting the matter. But the great bulk of this information will not be possible to be furnished n any time between now and January 31.

Commissioner **Harlan.** In the interest of expedition, the point that Mr. Brandeis suggested was in the original memorandum, carriers should not wait until they are ready to send in all their answers, but should send them in as they get them ready. This will enable us to expedite the setting of the next hearing.

Mr. **Patterson.** Oh, yes; we are glad to do that. For instance, we are sending to the commission to-day five-year statements, back to 1898, of some 25 of the 39 or 40 systems that there are, and the others will be sent in from time to time.

Mr. Lyon. As counsel for the Pittsburgh Coal Co. and the Ne Pittsburgh Coal Co., our interests are directly concerned with co rates. We are desirous, unless these questions already require it. have the carriers furnish the bituminous-coal lands in which they interested, either directly or indirectly, by stock ownership or dorsement of bonds, or in whatever manner they are interested. know, for instance, that the Norfolk & Western Railway Co. ow the Pocahontas coal field, and they have some investment of the bonds. I think probably, Mr. Brandeis, that the questions cover th but I am not sure; and we wanted to be sure of getting the inform tion as to the interests of the railroads in the bituminous-coal bu ness.

Mr. Brandeis. We believe, Mr. Commissioner, that the questio we ask calling specifically for a statement of all the interests ot than those in the transportation system itself—all other propert owned and bonds and stocks in other property—would disclose w Mr. Lyon is calling for.

Is there any question in your mind, Mr. Patterson, as to the swers to those questions including the information Mr. Lyon is ask for?

Mr. Patterson. I do not know; my attention has not been direc to that point.

Mr. Brandeis. We made no reference specifically to bitumin coal lands or coal lands in general; but in the schedules we ha asked specifically for the different classes of property, and this suppose, would come under that head. We also ask for the obli tions, direct and contingent, and I suppose that also would disc the other facts for which Mr. Lyon is asking.

Mr. Lyon. That was my understanding, but I simply desired emphasize that particular point in case there might be any misap hension.

One other thing, if the commissioner please. We do not want impose any more burden upon these carriers than is imposed by information which these questions call for; I think we all apprec there is very considerable work in connection with them. But we anxious to have some method of obtaining the cost of moving bitu nous coal furnished by the carriers. Of course I know that is a q tion which the carriers hesitate to enter upon.

Mr. Patterson. We do not hesitate; we refuse.

Mr. Lyon. Either refuse or hesitate. We are perfectly sati to accept what the commission has done in cases heretofore. T question of the cost of moving bituminous coal has been be the commission in I. & S. No. 26, in the Boileau case, in the Pi burgh Steel case, and in the case of the New Pittsburgh Coal C known as the Hocking Valley case. There is also being made a exhaustive investigation by the commission in the anthracite as to the cost of moving coal. In other words, the commissi entering upon the field which carriers have refused to enter upo

We think it is of importance to our interests to have inform of that character, and I want to ask the commission if we could those records and the information furnished there, when the riers come to justify their rates upon bituminous coal, and if carriers wish to supplement it with further information it is them to say.

Mr. **Brownell.** Do you expect to try out in this proceeding the separate questions as to the reasonableness of rates between different points on bituminous coal?

Mr. **Lyon.** I can not speak for the commission on that.

Commissioner **Harlan.** What was your statement?

Mr. **Brownell.** I have asked Mr. Lyon if he expected to try out in this proceeding the question of the reasonableness of the rate or the cost of transportation to be applied to coal or any commodity between two or more common points, there being some thousands of commodities.

Commissioner **Harlan.** I think that is a question that the commission must consider. In that connection, Mr. Lyon, it was my purpose to draw to the attention of the commission at the conference next week this very matter. I suggest, in order to have your case specifically before us, as illustrative of others, that you prepare a motion or some formal statement, so that the commission can take up that question as to how far in this proceeding we will take up individual rates on specific commodities.

Of course the right of anyone interested in such traffic to have a hearing is manifest under the law. The question is whether that hearing should be incorporated in this general case. That question the commission will take up next week.

Mr. **Lyon.** In answer to that I was going to say that was the only question before the commission as I read the law.

Commissioner **Harlan.** Your point of view is clear enough, and your theory of the law is also undebatable, of course. But there is a very practical side to the matter, and it has been my purpose for several weeks to ask the attention of the full commission to that question. For that reason I suggest you put your suggestion in the form of a motion, accompanied by such statements as you deem proper.

Mr. **Lyon.** At the former hearing the commissioner will remember I made a very brief statement, expecting to have opportunity to make a statement at the proper time as to just what our position in the matter was.

Of course the shippers can have no interest in anything except the rate they use. Of course we appreciate the commission has to consider the state of the country, the state of these railroads. We only can appear here as citizens of the United States.

Commissioner **Harlan.** The right of the shipper to be heard is very clear. The question is whether that right, with reference to that particular traffic, should be reserved for hearing immediately after the conclusion of this case or at some appropriate time, or whether in connection with this case itself. That is a question the commission must consider.

Mr. **Lyon.** We want to be be heard upon that, as to when we are to be heard. This thing is vital to this case. The law says these carriers shall justify increased rates, shall justify the reasonableness of new rates. It gives this commission the power to suspend rates for 10 months. The implication of the law is, I think, in the interest of the shippers, not in the interest of the carriers. Unless the carriers within 10 months convince this commission that the rates are reasonable, the shipper is the one to be considered by the commission, and leave the status quo. rather than have the incre rates go into effect.

I simply say that because if we are delayed by a general inve gation, which I think ought to extend over five years, in this N 5860, if it is done properly and fully—I think the commission w not misunderstand me when I use the word properly. I mean go into a full investigation as to what steps should be taken increase the revenues of the carriers.

But the question as to whether the rate should be raised fr Pittsburgh to the lake is a concrete proposition. I think we entitled to be heard, and these carriers must present their case wit 10 months or we get the decision.

Mr. Patterson. Mr. Commissioner, in reference to Mr. Lyo suggestion that they would like to have detailed information w reference to the cost of transporting bituminous coal, I think I make a suggestion which will help Mr. Lyon in connection with t The Pittsburgh Coal Co. is the owner of the Montour Railroad and the Montour Railroad is engaged in the transportation of from the Pittsburgh district to the Lakes in conjunction with ot carriers. My suggestion would be that Mr. Lyon turn over t affairs of the Montour Railroad Co. and make a very careful asc tainment of the cost of transporting coal, which I assume can done under very favorable circumstances.

Mr. Johnston. I would like to ask Mr. Patterson, when that done, if the carriers will agree to take as the cost of the service their individual roads such cost as the Montour Railroad show be its cost?

Mr. Patterson. I will answer Mr. Johnston by saying that carriers are unable to do that by reason of the fact that poss they might not be able to make as satisfactory traffic arrangemen and therefore it would not be any particular measure of the situat

Mr. Johnston. Mr. Patterson's suggestion, then, would not se our purpose.

Mr. Patterson. I withdraw it, then. [Laughter.] I only m it in a spirit of cooperation.

Mr. Johnston. We are attempting to get at the cost of the serv to the roads that are serving the Pittsburgh district, and we are to get at, to a reasonable degree of certainty, the cost on the Mont Railroad. We are really serious in wanting this information. W think we are entitled to it.

Commissioner Harlan. Your right to be heard, Mr. Johnston, i certainly clear; I think no one can doubt that. It is simply a q tion as to whether your record will be incorporated in this recor made a part of this general investigation—whether that can be d wisely with reference to the rights of yourself and others.

Mr. Johnston I have no doubt the commission will take care our interests properly if by reason of delay we do not get prom attention.

Commissioner Harlan. Yes; I think the commission must assu some duty in that respect.

Are there any further suggestions? If not, the session will clo subject to notice as to a further hearing.

(Thereupon, at 11.30 o'clock a. m., the hearing was adjourn subject to notice.)

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Ex J.H.J.
3/11/16.